



Centennial Issue

MAY, 1951

The President's Page

DURING the month of May we will reach the climax of our celebration of the 100th anniversary of the completion of the original New York and Erie Railroad. As each day goes by, I become more aware of the supreme tradition we have inherited and of the great things our railroad has accomplished since those early pioneering days. We owe much to our forefathers for the fine railroad property they have passed down to us.

This issue of the Erie magazine is devoted exclusively to the first century of the Erie railroad. I am sure that when you read the articles you will feel proud of the Eriemen of the past and of those who are working for it today.

You will find as you read that the progress of the Erie has been extraordinarily difficult at times, over a rough and rugged course. However, the most heartwarming and gratifying element of our history is that the railroad has survived all these difficulties and today is vigorous and strong—a leader among the nation's railroads.

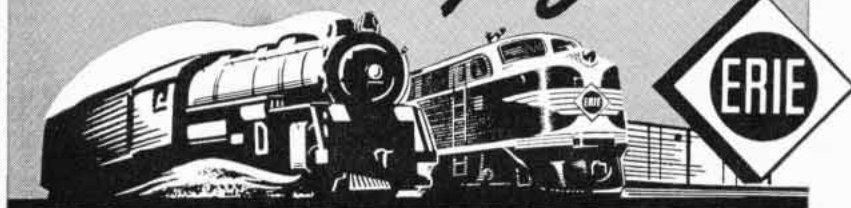
Such accomplishments can only come about by team work—people working together for betterment and improvement. Since the beginning of our Centennial year, many people have written to me extending congratulations on our anniversary and the progress Erie has made over the years. Each such letter makes me realize more and more that these congratulations really belong to the 21,000 men and women who make up this great railroad of ours.

We are sometimes apt to take for granted the basic things that make us strong, either as a company or as a nation. Yet, when we understand that the vigor of our individual efforts, all geared to the common good, is the force that carries us on to greater achievements, we can look to the future with renewed faith and courage for the tasks that lie ahead.



ERIE RAILROAD

Magazine



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ELEGANT ERIE

One newspaper in June 1847 was really impressed by the Erie passenger trains of the day.

A story in the paper said the New York and Erie was treating its passengers to "new and elegant" cars.

It went on, "The old ones were really fine, but the new ones are dazzle eyes. The seats are mahogany, trimmed with figured crimson velvet. The body inside also is mahogany with panels of curled maple.

"The windows are protected by blinds, and the cars are ventilated and lighted in the most perfect manner. Altogether we find the cars are fine specimens of utility, taste and elegance."

FORMER WAR SECRETARY

The man who served the 19th term among Erie presidents, Peter H. Watson, was United States secretary of war before he became head of the New York and Erie. He served as the railroad's president from March 1872 to July 1872. He was successor to a soldier, General John A. Dix.

THE COVER

Side by side a steam locomotive of a century ago and a sleek, powerful diesel of today span a century of Erie history in this month's cover picture. The steam engine is similar to the one which pulled the two Erie trains on the inaugural run on May 14 and 15, 1851. It also will be used this May 14 and 15 when the run is re-enacted from Piermont to Dunkirk, N. Y. That "character" with the top hat on the steam locomotive represents Daniel Webster, one of the guests on the first inaugural run. The old-time engineer and conductor are synchronizing their watches, and the girls just add some pleasant local color such as would have been present a century ago.

FOREWORD

This centennial issue of the Erie Magazine is dedicated to the best railroaders and finest folks in the world — the men of Erie, past, present and future. That includes the women, of course, bless 'em. The editors are especially grateful to those Erie employees and friends who contributed pictures and information for the issue. The editors have tried to paint a picture of the Erie over its entire history, and the contributions of material have helped to make it a better issue. This anniversary number, too, is dedicated to the wonderful friends of Erie who contributed articles or photos just because they like our railroad and are interested in it. Editors, mayors, business executives, rail fans, all of you who gave us a helping hand, many thanks to you. We hope you get as much pleasure out of reading it as we got out of putting it together.

Stubborn Farmer Holds Up Progress

The enemies of the New York and Erie Railroad when it was starting to build were many and varied, and most of them were very determined.

There was Farmer Adrian Holbert, for instance. His farm was between Goshen and Middletown, and the railroad had to run over it. There was no other way.

The other farmers in the area gave right of way to the railroad and even helped it financially. Not Farmer Holbert. He was determined to sell his land for an exorbitant sum, and would not budge from his decision.

The railroad began negotiations with him but meantime was permitted to build over his farm.

The negotiations continued so long that Farmer Holbert decided to act one day.

That day an Erie train was rolling along in the vicinity when suddenly the astounded engineer saw a fence built across the track and a man lying across a rail.

The furious railroaders stopped the train and descended on the man. It was Farmer Holbert. He would not move until the railroad settled with him. It finally took three men to move him and his fence.

The Erie was chartered April 24, 1832.

ERIE PIONEERS TELEGRAPH USE

The first telegraph train order ever sent on any railroad was issued on the Erie—the railroad of firsts.

Charles Minot, the brilliant Erie general superintendent, sent the order in 1851 shortly after the original Erie was opened.

Earlier a commercial telegraph line had been constructed along the railroad. It was constructed by Ezra Cornell who founded Cornell University and started the Western Union Telegraph Company.

Minot used to hear the operators in the stations of the telegraph converse idly between stations during slack periods. Many times they chatted about the trains.

This gave the ingenious Minot his idea. He started dispatching his trains by use of the telegraph. A system of dispatches or orders was developed by which trains were enabled to pass one another at stations and to proceed over the line. This system was used until 1888 when the block system of control was developed and became more predominant.

During the inaugural run of the Erie on May 14, 1851, Minot had used the telegraph to wire from Middletown to Port Jervis to have a locomotive ready to replace the one on the train which was having trouble.

WHEN the New York and Erie Railroad, now the Erie Railroad, a century ago made its historic inaugural run over its newly completed road, the event opened wide the gates to the frontier West. It enabled hordes of pioneers and adventurers to pour into the rich territory and establish

with ambition, dreams and ideals.

It is a matter of record that before the coming of the Erie, the area through which it passes was mostly virgin forest, dotted with tiny communities, self-sufficient islands in a vast wilderness. Transportation was by horse-cart or on foot over crude

today, some of the figures being quite accurate estimates:

	1851	1951
Jersey City	14,231	301,173
Paterson	13,969	139,423
Passaic	800	57,851
Port Jervis	2,510	9,984
Binghamton	5,000	82,000
Elmira	8,200	49,960
Corning	1,726	17,722
Hornell	3,500	15,055
Jamestown	2,000	43,250

Would these cities and the others have developed and grown to their present stature if not for the Erie? And what of the communities which had never existed before Erie's coming? Would they have taken root? As a matter of fact, in 1832 Elmira with a population of 3,000 was the largest city in the Southern Tier.

Greatest Private Enterprise

When the Erie was begun it was the greatest private enterprise undertaken in the United States to that time. It was the largest private company in the country. In 1851 when the road was completed, on the inaugural trip, President of the United States Millard Fillmore said, "It is the most costly and greatest work of its kind on this continent . . ."

Rightfully proud of their achievement, the directors of the railroad in their 1853 report said, "Its great length, large expenditure, heavy debt, and its immense and rapidly increasing receipts have attracted the attention of the Statesmen, the Financiers and the Merchants, not of this country alone, but of Europe, and it is almost universally conceded, that upon its ultimate success, the future prosecution of other great lines, and, to some extent, the American system

THE PIONEER ERIE

By JIM ALAN ROSS

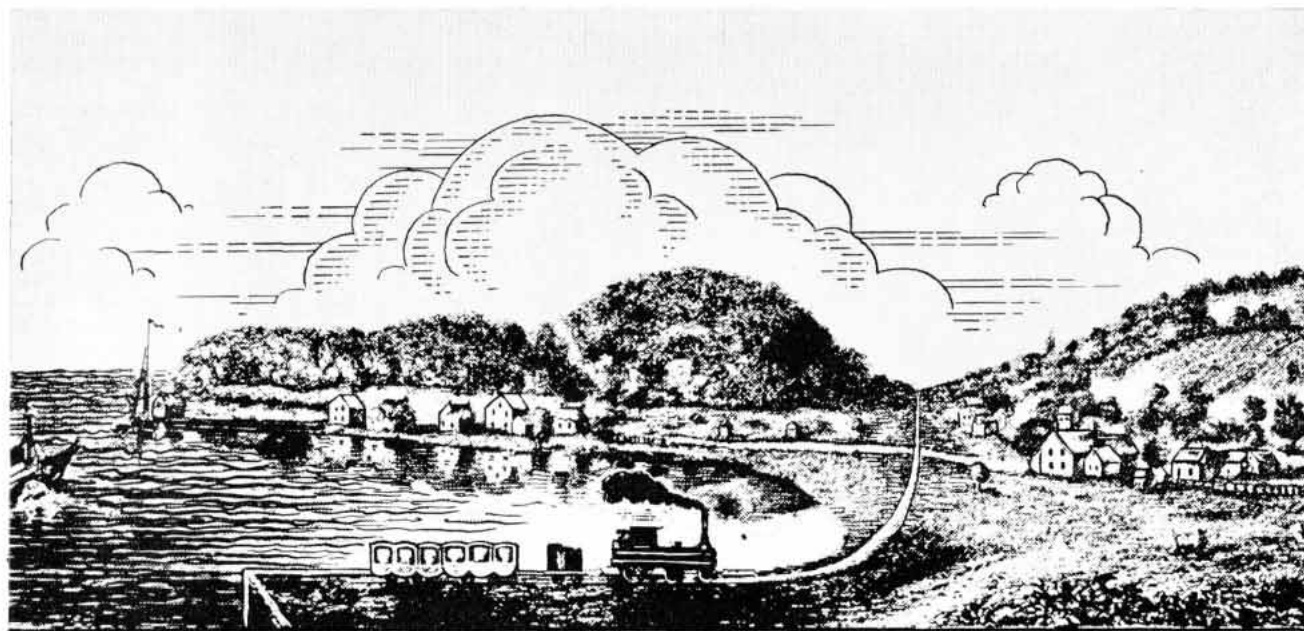
fortunes, industrial empires and institutions which have contributed epochal chapters to the history and economic wealth of America.

The unfolding saga of the Erie during the next century was to reveal great human sacrifice, bitterness, faith, greed, heart-warming accomplishments and despair. But all of these were to be subsidiary to the overwhelming destiny of the work as a vital enterprise in the development of a great nation which was just beginning to burst at the seams

roads. Commercial transportation was negligible.

Comparisons of populations in the Erie communities of the area illustrate graphically the growth of this Southern Tier of New York state. It would be the height of modesty to fail to claim that the Erie in a large measure has been responsible for the growth of the territory.

For instance, following are population figures for Erie communities in the Southern Tier a century ago and



This picture of Piermont with an Erie train puffing along on the pier was copied from a little booklet published by the Robert Gair Co. which now occupies the pier. The caption under the picture said it de-

picted a scene of around 1837. However, ground was not broken at Piermont until 1838 so that this picture represents a scene of around the year 1838. Piermont at one time was called Tappan Landing.

of Railroads, will materially depend . . .

" . . . Had they (the directors) imagined in the outset the amount of labour, anxiety and inconvenience, and, in some instances, abuse, they would have to encounter, they would have shrunk back from the task . . ."

These achievements were preceded by a century of vision, plans and indefatigable human effort.

Historians say that the Erie was born Dec. 30, 1831, at a meeting at Owego, N. Y. At this meeting an application to the state of New York for a charter was decided upon and committees were appointed.

Charter Issued

The charter for the Erie was issued by the State April 24, 1832. The charter provided among other things that the railroad was to be completed in 20 years.

Perhaps it should be pointed out that the name Erie will be used here, because we know the company as the Erie today. Of course, however, the railroad did originate as the New York and Erie, later was the Erie Railway Company and just before becoming the Erie Railroad Company was the New York, Lake Erie and Western Railroad Company.

Actually the germ of the railroad goes back even farther than the Owego meeting. Away back in 1829, a rugged individualist, William C. Redfield, issued a pamphlet describing "the Geographical Route of a Great Railway . . ." He had taken a trip from New York to the Mississippi River, and eventually the Erie took almost the same route.

Four preliminary meetings concerning the Erie preceded the Owego conference. The first meeting was in Monticello, Sullivan County, N. Y., July 29, 1831, the second three months later at Jamestown, the third Oct. 25, 1831, at Angelica and another Dec. 15, 1831, at Binghamton, the plans being made at the latter meeting for the general conference at Owego the end of that month.

Such were the infant murmurings of an embryo child that was to become a transportation giant in the next one hundred years. During that century the growing enterprise would command the attention of state and national governments and rock the foundations of Wall Street, and would be guided and counseled by the greatest financial, industrial and railroad minds in history—Cornelius Vanderbilt, J. Pierpont Morgan, E. H. Harriman, James J. Hill, E. H. Gary, George F. Baker and the Van Sweringens. Also, it would be preyed upon by three of history's financial arch-villains—Daniel Drew, Jim Fisk and Jay Gould.

Work Just Starting

The charter was difficult enough to obtain, but when it became law, the work, heartache and rewards, too, had just begun.

In the final analysis, the early set-May, 1951.



ELEAZAR LORD

tioners of the Southern Tier of New York State inspired the Erie. The Erie Canal had given the communities up-state a valuable avenue of commerce to the Atlantic seaboard. The citizens of the Southern Tier complained that their taxes were helping to pay for the Canal, but they did not benefit from it. Surveys showed that building a canal through the rugged terrain of the southern part of the state was not feasible, so the citizens decided upon a railroad.

The greatest problem of the formative years was the matter of funds with which to buy construction equipment and a right of way and pay wages. As a matter of fact, this initial major problem was to continue throughout most of the history of the company.

Individual subscriptions were negligible because of lack of faith in the future of the enterprise. Continuously the state was petitioned for more direct aid so that at least a survey could be made.

Finally, Eleazar Lord, who was probably the leading personality in

the very early development of the railroad and who was to serve as its president on three different occasions, himself subscribed to half of the necessary \$1,000,000.

Private subscriptions were further slowed down by the great fire in New York City in December 1835. The properties of many of Erie's biggest stockholders were involved, and the stockholders were forced to greatly limit their activities. That was one of the reasons why it was necessary for the Erie to suspend its early construction work.

The survey was made by Benjamin Wright who estimated that the railroad would cost \$4,762,200. Actually, when the road finally was completed to Dunkirk, it cost more than \$20,000,000.

First Ground Broken

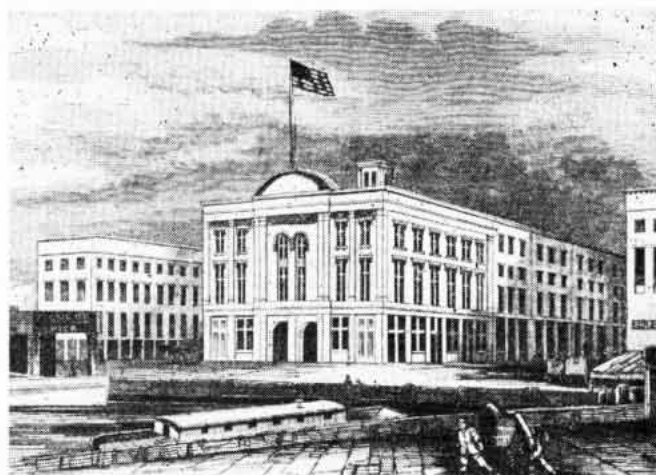
The first ground was broken at Deposit at sunrise Nov. 7, 1835. Ground was broken at Piermont and Dunkirk in April 1838.

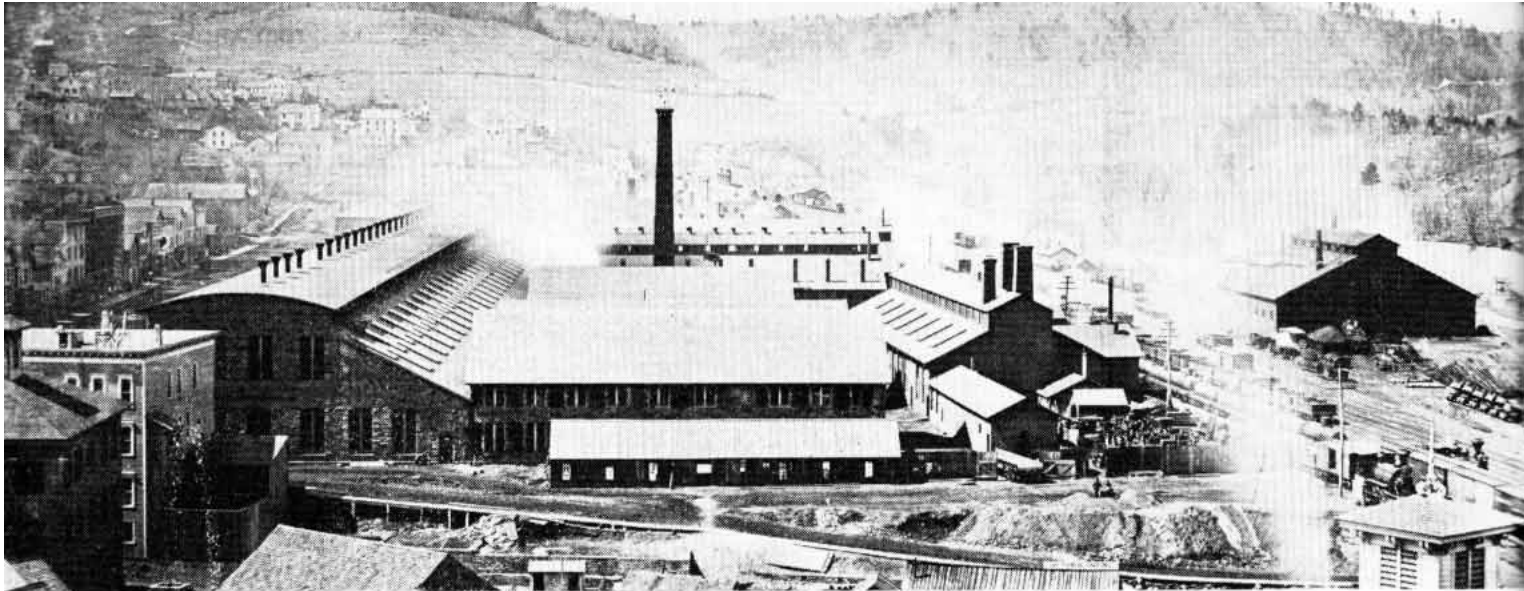
There was a purpose in starting construction at different points on the route. One of the reasons why individual subscriptions were scarce was because communities along the route were skeptical about the railroad reaching them. If it was started at Dunkirk, New Yorkers who were heavy investors in the railroad were sure it would not reach them, and vice versa. The people between the terminals did not feel it would ever reach them. So it was started in the middle and then on both ends to stimulate subscriptions.

The choice of Piermont as the Eastern terminus also was due to the charter. Because the legislators did not want the railroad to benefit any other state and perhaps divert traffic from New York City, they stipulated in the charter that the entire road must be in New York state. Because the town was the nearest point to New York City on the west side of the Hudson River, it was decided to make Piermont the Eastern terminal and to follow the Sparkill river valley up the precipices of the Hudson.

In any undertaking of this sort

Right is shown the early Erie headquarters on Duane Street in New York City. It was then the New York city depot for the railroad, and boats started here to go up the Hudson River to the Piermont pier.





The Erie's first big shops were located at Susquehanna, Pa. This is a picture of those shops soon after they were completed. The town had not

existed before the advent of the Erie and was built around the car shops. Today Erie passenger cars are repaired here.

some errors in judgment are bound to be made. One of these eventually proved to be an asset to the modern Erie. It was Eleazar Lord's idea to build the railroad on piles to avoid snow and, as he thought, excessive maintenance of roadbed. More than 100 miles of piles were driven, but they rotted even before rails were laid on them and were abandoned at a cost of \$1,000,000 at a time when that sum could have easily doomed the fledgling railroad.

The other decision was influenced by H. C. Seymour, chief engineer, and S. S. Post, both of them being controlling factors in the company at the time. They recommended a six-foot gauge rather than the standard gauge of four feet eight-and-a-half inches. Their reasoning was that in England the six-foot gauge was preferred, that it would permit operation of heavier locomotives for the steep grades and that it would prevent connection with other lines, thus insuring the important New York City traffic for the Erie. This thinking was shortly disproved.

When the railroad was completed to Middletown (54 miles) in 1843 a recommendation was made to change to standard gauge at an estimated cost of about \$250,000. It later cost about \$25,000,000.

Despite the errors and their disheartening cost, the work continued, proving over and over the inevitability and economic need for the enter-

prise. Nothing could stop it, and patience and stamina would create it.

Opportunity Lost

In 1841 perhaps the most glaring mistake was made in the history of the company. Across the river on Manhattan Island the New York and Harlem Railroad was building through the heart of what today is the most valuable piece of real estate in the world. That railroad was having troubles, too, and in the Erie it saw a possible saviour. On March 18, 1841, Samuel R. Brooks, president of the NY & H, wrote James Bowen, president of the Erie, and also the Erie directors. President Brooks proposed that the Erie build a branch line from the east bank of the Hudson to connect with the NY & H, the crossing of the Hudson to be made by boat or ferry.

An Erie committee investigated and recommended the proposition. The connection could have been made at a cost of about \$90,000 to the Erie which was to have built the branch as proposed by President Brooks.

Nothing more ever was heard about the plan after the committee's recommendation. Favorable action could have made Grand Central Station today's Erie eastern terminal. This event might have changed the financial and industrial empires and map of the East from what they are today, perhaps would have changed even history, although, of course, these ideas are conjectural and impossible of proof. Who knows what the course of events might have been?

To President Benjamin Loder who was president of the New York & Erie from August 1845 to October 1853 must go much of the credit for leading the building of the original Erie. He is reported to have made a fortune in dry goods in New York City and is said never to have asked the aid of a bank.

During President Loder's term, the

New York legislature amended the charter to permit the Erie to build in Pennsylvania on the south bank of the Delaware so that it could bypass the formidable rock edifices on the north bank. The amendment came in 1846, and in 1848 Pennsylvania gave permission for the Erie to build in the Keystone state, providing the Erie built a short railroad from Milford, Pa., to a connection on the Erie at Matamoras, including a double bridge across the Delaware.

During this time, too, the Erie assumed an important role in founding the Scranton brothers coal and iron empire at Scranton, Pa., known as Slocum Hollow in the early 1800s.

The Scrantons needed money to start their plant, and the Erie needed rails. William E. Dodge, an Erie director, and others put up the money for what became the great Scranton empire in return for a mortgage and a contract for rail for the Erie. The Scranton enterprise was started and the Erie got its rail, the first iron rail produced in America. Rail previously came from England.

On Dec. 25, 1848, 16 years after the charter was issued, the Erie had arrived at Binghamton, 200 miles from Piermont. The charter provided that the railroad was to be completed within 20 years after the charter was issued, or the state would take it over. In 16 years, the road had come less than half way in 80 per cent of the time allotted to it.

At this time Gen. Alexander S. Diven of Elmira came to the rescue by offering to form a construction company to build the railroad from Binghamton to Corning. The company raised \$4,000,000 to pay him and to get the road to Hornellsville, now Hornell. The specter of debt was beginning to haunt the Erie by now.

By February 1851 the railroad had reached Cuba, 77 miles from Dunkirk, its western terminal.

Incidentally the last spike in the

LANDMARKS

The New York and Erie Railroad was completed to the communities on its line as follows:

- To Goshen in 1841,
- To Middletown in 1843,
- To Port Jervis in 1848,
- To Binghamton in 1848,
- To Elmira in 1849.
- To Dunkirk in 1851.

original Erie was driven at Cuba April 19, 1851.

A little known employe, Abner Griffis, drove the first spike at Piermont in October 1840. It was something of an accident. He was on the scene when the first rails arrived in Piermont, and he wanted to see what a rail would look like on the roadbed, so he picked one up and secured it with a spike.

In April 1851 officers of the company issued invitations to what proved to be one of the most unique journeys in railroad annals—the inaugural run on what was then the longest railroad in the country, 446 miles.

Distinguished Passengers

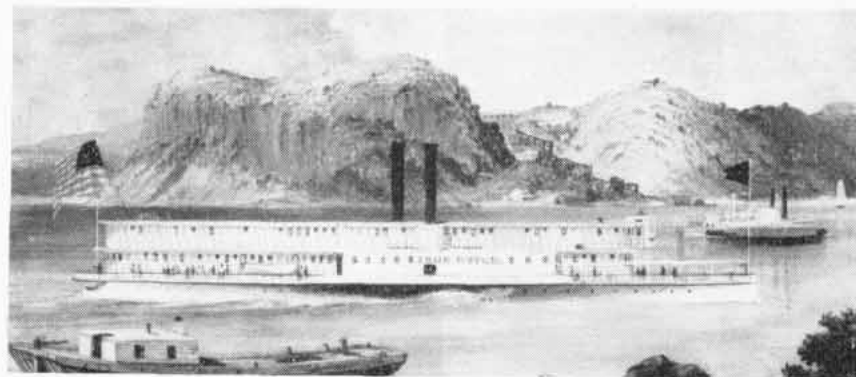
It is doubtful if there ever has been a more distinguished passenger roster on any train, certainly not up to that epic run on May 14 and 15, 1851. There were six presidential candidates and a dozen candidates for vice president among the scores of high-ranking guests.

Included were President of the United States Millard Fillmore, his cabinet, including Secretary of State Daniel Webster, Attorney General John T. Crittenden, Secretary of the Navy W. C. Graham and Postmaster General W. K. Hall, and Ex-Governor William L. Marcy, Sen. Stephen A. Douglas of Illinois, William H. Seward and Hamilton Fish.

Passengers were roused at 5 a.m. on May 14, and the steamer Erie started up the Hudson at 6 a.m. arriving at Piermont about an hour and a half later. According to the New York Tribune reporter who covered the trip, it was a gorgeous day, and it seemed like every human in the countryside was out to celebrate the event. The New York waterfront was lined with cheering, banner-waving humanity. All the boats in the harbor and the whistles, horns and bells on shore were saluting the triumph with deafening noise. Cannon on ship and on shore boomed and roared.

At Piermont two trains were waiting, 14 cars in all. To the shouting and tumult of happy throngs they left Piermont at about 8 a.m., puffing on through Suffern, Goshen, Middletown, Port Jervis, Deposit, Susquehanna (which had not even existed before the coming of the Erie), Binghamton and then Elmira.

Elmira was reached just before 7 p.m., and the night was spent there with a sumptuous banquet to climax the first day. All day the countryside far and wide had seemed to ignite with the excitement of the auspicious occasion, and at each stop stations were over-run with milling, cheering, happy crowds. All the dignitaries made speeches at one stop or another, and at times in order to keep on schedule the trains abruptly pulled out in the middle of masterpieces of



This is the boat on which President Millard Fillmore and the other guests travelled up the Hudson River to Piermont for the historic inaugural run of the Erie on May 14 and 15, 1851. When the Erie acquired the boat in the 1840s it was named the Iron Witch. The railroad changed the name to the Erie.

oratorical splendour without regard for rank or dignity.

"Stupendous Success"

Descriptive of the first day was one of the New York Tribune reporter's comments, "The story of this stupendous success of American genius has been most brilliantly begun today." Again, while referring to nature's paying homage to the occasion with perfect weather, "It is truly a work to kindle every spark of latent national pride and to justify our calling ourselves a great national people . . ."

At Elmira, Webster turned loose some of his oratorical talents, saying, "Although I am greatly fatigued with the trip, I am not too fatigued to appreciate the great physical enterprises of this country and especially this railroad, the greatest of all, overcoming difficulties deemed almost

insurmountable. Today the locomotive has overcome mountain steepes and walked over the tops of the forest trees. Tomorrow it will climb other hills, cross other valleys, and at last, rest by the waters of Lake Erie, the terminus of this vast work."

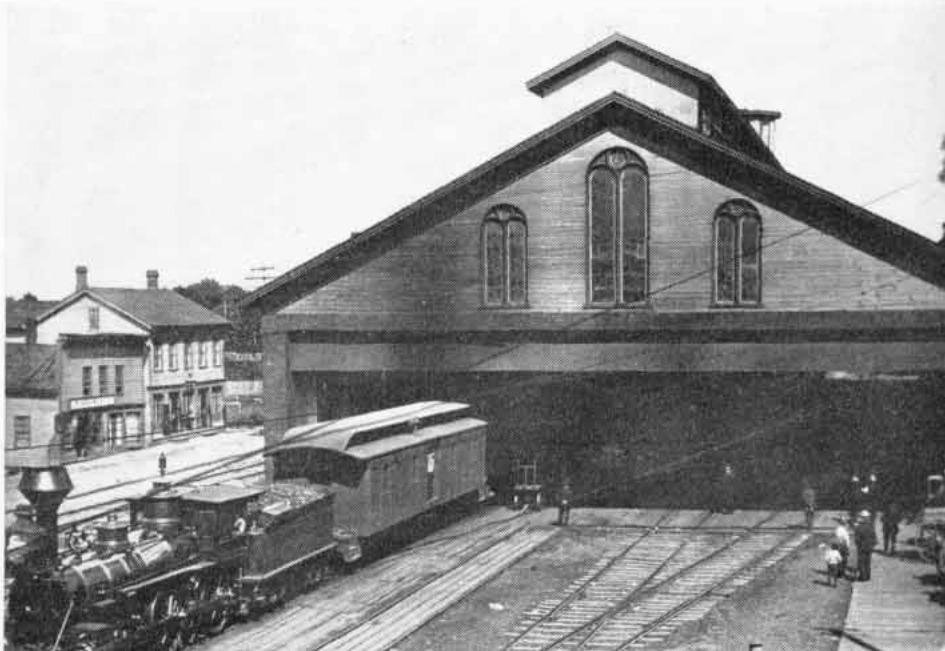
The trains left the next morning for Dunkirk at 6:30 a.m. At Hornell, Sen. Douglas, Webster's great rival, said, "This is the greatest work I have ever seen—not alone of New York state but of the whole country."

Awaiting the weary train parties were mountains of food and rivers of beverages.

Here's an idea of the menu:

10 sheep roasted whole and decorated with flags; 8 large hogs roasted whole; 16 hams; 8 large pans of beans with pork floating in them; 3,000 sandwiches; 100 pieces of a la mode beef, a cart-load of beef tongues; 20 or 30 mountains of bread, pickles, sausages;

According to Walter J. Baker, editor of the Fredonia, N. Y., Censor, the picture below was taken in the early 1850s at the Erie station in Dunkirk, N. Y., then Erie's western terminal. The building, upper right where the chimney is spouting smoke, was the Erie Hotel, still standing but unused. A locomotive just like the one in the picture probably pulled the Erie's inaugural train on that famous run May 14 and 15, 1851. Fredonia and Dunkirk are side by side.



eggs innumerable, 100 turkeys, 300 other fowl, a dozen geese; 12 barrels of coffee and several barrels of cider; two oxen, each 4000 pounds; four loaves of bread, each made from a barrel and a half of flour.

The train had arrived at Dunkirk at 4 p.m. on May 15. The celebrating went on until midnight, and President Fillmore and his party left for Buffalo the next morning. Webster was too tired and rested in Dunkirk with his son Fletcher, who it was reported was ill with "inflammation of the wind-pipe."

Completing the building of the road had worn out President Loder. He sent in his resignation from Dunkirk, but the board of directors met him when he returned and persuaded him to stay.

On Sept. 9, 1852, the Paterson and Hudson River Railroad and Paterson and Ramapo Railroad had been leased to give the Erie an entrance into Jersey City, directly across from Manhattan, it having been decided by then that Piermont was unsatisfactory. The leased railroads' tracks had to be changed to Erie's wide gauge and by October 1852 Erie trains ran to Paterson. In November 1853 Erie's passenger trains started using Jersey City instead of Piermont.

One of the wisest moves made by the railroad in its early days was in 1855. Homer Ramsdell, then president, quietly arranged to purchase 212 acres of land and water frontage a half mile into the Hudson river between Jersey City and Hoboken. This land now consists of the extensive Erie eastern terminal, including yards, depots, ferry buildings, coal docks, freight houses and other facilities. Previously the Erie had only the Paterson and Hudson River terminal, site now of the Pennsylvania Railroad station in Jersey City.

More Misfortune

Additional misfortunes began to plague the Erie in 1856, the year that it started the Bergen tunnel (com-



BENJAMIN LODER

pleted in 1861) just west of Jersey City. The financial manipulations of Daniel Drew began to show at this time, and for the next decade and a half the Erie was to reach a low ebb during the unfortunate regimes of those three plunderers, Drew, Jay Gould and Jim Fisk, men whose actions indicated they were motivated only by selfish interests of greed and personal gain.

Gould, the financial genius, wriggled out, tarnished but unpunished. With injunctions and counter-injunctions obtained from judges miles away from the scene, he used the law to gain his ends. Eventually, however, although it was on his own terms, he was ejected from Erie management.

The other two rascals met more just ends. Drew was the victim of his own trap for Gould. Though apparently partners in their various shoddy undertakings, the three never considered anyone but themselves unless cooperation was more profitable. Drew tried to trap Gould, but the ingenious Gould maneuvered Drew into his own snare. Pleading and begging

on his knees, Drew was left almost penniless.

Violent death was the final reward of Fisk, the right hand man of Gould except when they were scheming to outdo each other. Fisk was assassinated by a rival as the result of what was reported to be one of his adventures in romance with the beautiful Josie Mansfield.

Painful Times

These were excruciatingly painful weeks and months and years for the struggling Erie. It did not seem possible that the unfortunate company could survive the onslaught of crippling events and conniving humans. But it did. A monumental destiny and the unquenchable spirit of far-seeing, selfless men was a driving force that sustained the Erie, supplied a blood plasma that energized the road and moved it to its completion so that it could reach its goal of serving its communities and the economy of the nation.

In 1859 the company went into receivership and in December 1861 was reorganized as the Erie Railway Co. Up to that time it had cost \$35,320,907.

Coal became an important factor in the fortunes of the Erie in 1861-62 and remains so today. Coal was first delivered at Great Bend, Port Jervis and Corning. The Pennsylvania Coal Company and the Erie signed an important contract in 1862, making the Erie the carrier for the company's coal from the gravity railroad at Hawley, Pa.

In the early 1860s the Atlantic & Great Western Railroad became an important factor in the Erie, eventually becoming part of it.

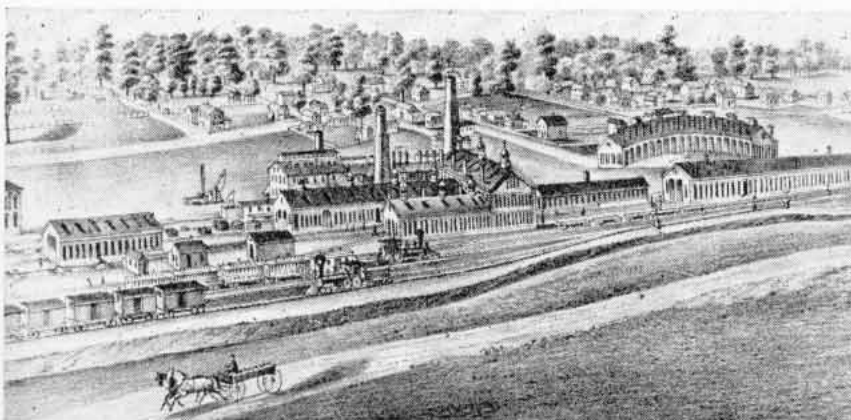
The A & GW was a merger of three railroads which were started in the early 1850s, the Erie & New York City in New York, the Meadville Railroad in Pennsylvania and the Franklin and Warren in Ohio, the latter later changing its name to the Atlantic and Great Western. In 1865 the three railroads were combined to form the A & GW.

Marvin Kent and William Reynolds were the early backers of the A & GW but ran into financial difficulties and turned to English investors for help. James McHenry, wealthy English iron-monger became their European agent. McHenry invested much of his money in the railroad.

A & GW Connection

It was finally announced in 1863 that the A & GW was completed with connections by way of the Cleveland & Mahoning Railroad to Cleveland, and the Erie started to use the A & GW. On June 21, 1864, the railroad was completed to Dayton, through Marion, Ohio, and gave the Erie that connection, too.

The A & GW soon went into receivership, was reorganized as the New York, Pennsylvania and Ohio (later Nypano), moved its headquar-



This is an artist's conception of how the Kent, Ohio, car and machine shops looked back in 1870, just six years after they were built. Of course, they originally were the shops of the Atlantic and Great Western, now an important part of the Erie.

ters from Meadville to Cleveland and was leased by the Erie in 1883. The Erie acquired the entire capital stock of the Nypano in 1896, and the property was conveyed to the Erie in 1941.

In December 1875 Erie headquarters were moved from the lavish Opera House at 23rd Street in New York where Gould had operated, back to Duane street.

When Hugh J. Jewett became president in July 1874 the Erie was in a sorrowful state again. Jewett knew this but was persuaded to take the job.

Resourceful as his efforts were, he could not prevent the inevitable, and the company was taken over by the courts, and Jewett was named receiver. Although the railroad was worth considerably more, former New York Governor, Edwin D. Morgan, bought the railroad for \$6,000,000, getting it at that price because of its huge debt. David A. Wells and J. Lowber Welsh, members of the so-called Erie Reconstruction Committee were Morgan's associates.

The company then became the New York, Lake Erie and Western Railway with Jewett as president.

Among the things accomplished during President Jewett's leadership of 10 years was laying steel rails on the entire route, double tracking between New York and Buffalo and the change to standard gauge.

First Perishables

On June 28, 1887, the first car of fruits ever to reach New York from California arrived in New York on an Erie train. This was the beginning of the Erie's highly important perishables traffic leadership. Since that day the railroad has been carrying each year more than 90 per cent of the perishable goods reaching the New York City region and has gained recognition as the "Route of the Perishables."

On Sept. 1, 1890, the Chicago and Erie Railroad Co., successor to the Chicago and Atlantic, was taken over by the Erie. It ran from Marion, Ohio, to Hammond, Ind., and the Illinois-Indiana state line on the outskirts of Chicago. Although the Chicago and Erie had started independently, it was finished by the Erie. This connection gave the Erie its highly desirable route from New York to Chicago through "The Industrial Heart of America." The leased Chicago and Western Indiana takes Erie into Chicago from the state line.

During the strict "Retrenchment and Reform" rule of President John King for 10 years to 1894, the Erie seemed at last to have reached solid ground, but by 1893 the company again met financial difficulties, going into receivership in July 1893.

Under foreclosure the road was sold Nov. 6, 1895, for \$20,000,000 and became the Erie Railroad Company.

The next president was Eben B. Thomas, a man who worked quietly

May, 1951

NEW YORK AND ERIE RAILROAD
 ROAD—1851.—NEW LINE FROM GENEVA TO NEW YORK, by way of the Seneca Lake.

Baggage checked from Rochester to Geneva, from thence direct to New York, making only one change of Baggage at Geneva, and Free of Portage.

Passengers please procure Tickets at the Office of the Company in Rochester.

Leave Rochester by the Morning Express Train at 9.45 o'clock; take Steamer at Geneva, (dine on board,) arriving in New York the next morning at ten minutes before 8.

Leave Rochester by the Express Train at 8 o'clock P. M., arriving at Geneva about 10 o'clock. Passengers will go directly on board of

The Splendid Steamer BEN L. ODER, Capt. G. DAVIS, having good Berths, giving a comfortable night's rest, thereby avoiding night traveling in the Cars. Breakfast on Board. Taking the Express Train at Jefferson, at 7 1/2 A. M., arriving in New York between 8 and 9 o'clock the same evening.

Passengers leaving Rochester by 2 P. M. Mail Train, connect with the above Route.

The Company have a Baggage Man and Wagon at Geneva, to receive Baggage and take it to and from the Boat free of charge.

Fare from Rochester to New York \$6.30.

Passengers taken by Second Class Cars from Geneva to New York—Fare \$4.50.

Tickets should be obtained at the Office of the Company, Waverly Block, Rochester.

CHARLES MINOT, Superintendent,
 45 Wall street, New York.
 CHARLES E. YOUNG, Agent.

and effectively. During his tenure of almost seven years the railroad re-organized its commuter service around Jersey City, the NYPANO was merged into the Erie and the company established itself around Buffalo. The Lockport and Buffalo Railroad, Erie International Railroad and the Suspension Bridge and Erie Junction Railroad were acquired or leased. The small properties were important as feeders, gave access to the international bridge to Canada and served as a connection with Canadian lines.

Earning Again

Under President Thomas the company was earning its fixed charges, and the floating debt had disappeared. The railroad operated on a pay-as-you-go basis.

The regime of the next president was one of the most remarkable in railroad history. Frederick D. Underwood, who succeeded President Thomas, was Erie president for 26 years. He became one of the best-known railroad presidents in history.

He had vision, a fine sense of showmanship and great railroad experience.

Underwood became a life-long friend of E. H. Harriman, one of the world's great constructive builders of railroads. J. Pierpont Morgan and Harriman both were interested in the Erie, but Harriman especially helped Underwood to build the Erie of today.

During President Underwood's Erie career between 1901 and 1926, traffic on the road increased from 4,756,339,949 to 9,469,280,360 ton-miles, a 99 per cent increase. Revenues climbed from \$40,700,000 to \$118,500,000. Much of the improved earning position was accomplished by cutting operating expenses by 11 per cent with longer and heavier freight trains.

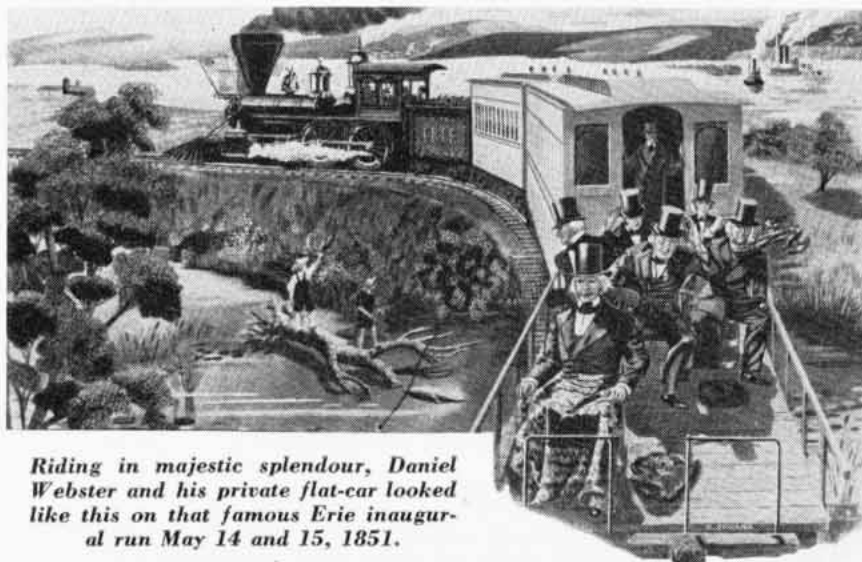
In that period the company spent \$174,000,000 on improvements and new equipment. The railroad was almost completely rebuilt east of Meadville. The maximum grade on the New York Division was reduced from 74 to 26 feet to the mile. Maximum trainloads jumped from 556 to 3,193 tons capacity eastbound and 520 to 1,812 westbound.

In President Underwood's last years with the Erie the Van Sweringen brothers, fabulous in Cleveland financial circles, laid plans for the Erie to be part of their vast, trans-continental railroad dreams. During the Van Sweringen control Erie headquarters was moved to Cleveland from New York. Within the past few months a new lease has been signed for 30 years for the Erie Cleveland general office space.

The Vans installed John J. Bernet as president in 1927. Under Bernet the Erie continued to advance as it had during Underwood's marvelous leadership.

Bernet resigned May 27, 1929, to become president of the Chesapeake and Ohio. Strapping Charles E. Den-

(Please turn to Page 50)



Riding in majestic splendour, Daniel Webster and his private flat-car looked like this on that famous Erie inaugural run May 14 and 15, 1851.

BLESSED and inspired by outstanding leadership and thousands of loyal, capable employees, the modern Erie is among the pace-setters of the nation's great railroads. The Erie's railroad ideas and methods are as new as tomorrow, sustained by the heritage of a century of experience and progress.

The more than century of tradition and struggle is reflected in the pro-

who have never worked for anybody else. For instance, 265 active or retired employees have been with the Erie 50 years or more, 1,000 have been shaping the road for 40 years or more, 4,000 have been Eriemen 25 years or more. An enviable record.

Longevity Records

The longevity records are distributed all down the line. The chairman

Working for the Erie, especially during the past decade, has meant extra dividends in the qualities that are the fibres of life—security, pride in one's job, life-long friendships and tradition.

An added incentive for Eriemen during the past 10 years has been the challenge of a constant development of new tools and ideas, working with these innovations in the new kind of railroading.

The last decade has revolutionized railroading, contrary to the belief that the industry has retained ancient techniques. No railroad has adopted the new ways quicker or more completely than the Erie.

Powered by Diesels

The modern Erie is powered by diesels, its track and road-bed maintenance largely mechanized as well as its accounting. Its communications are vitalized by radio-telephone and its training thorough, job by job. All these progressive railroad techniques have been pioneered or quickly adopted by the Erie.

Perhaps the biggest and most obvious change in Erie's silhouette today is the diesel. Erie's skyline along its more than 2200 miles of main line and branches is lower and cleaner. The smoke-belching steam round-houses are being leveled to be replaced by clean-cut diesel shops. Swift-moving, powerful diesels are the familiar sight on the Erie these days, the steam locomotive being the unusual sight.

Chairman of the Board Woodruff took the initial steps to make the Erie a diesel railroad. He utilized the diesel locomotive to give the Erie practically a water level route between Chicago and New York.

The Meadville-Marion stretch of the Erie is replete with small but train-slowng grades. By spending \$4,000,000 for six diesel engines and maintenance shops, Woodruff virtually leveled off the bothersome grades.

Those six diesels were just a start. Today the railroad's locomotive roster lists 396 diesel units as against 12 in 1944. More are on order to be delivered in 1951. There are 235 steam locomotives at present as against 831 in 1940 and 1500 in 1905.

The exceptional strength of the diesel locomotives enables them to take the low grades in stride. No longer is it necessary to break up 5,000-ton eastbound trains at Marion. The giant diesels take them right on through, without the aid of pushers.

The diesel has been an important factor in cutting cost of operation, doubly appreciated in these days of high costs. Although the initial cost of a diesel is four or five times that of a steam locomotive, its operating cost is one-quarter to one-third less than steam. It can operate for longer

THE MODERN ERIE

By JIM ALAN ROSS

file of the physical Erie, but most of all in the pride and faith of the railroad's 21,456 employees. The physical resemblance to the Erie of a hundred years ago is no longer present. Today it is rejuvenated and regenerated, strong and solid, standing firmly on its own two feet as a vital artery in the country's transportation system.

Certainly, though, the railroad could not have achieved its modern esteemed position without the complete support of its men. The Eriemen is the kind of employee who joined the company and stayed with it, building and molding a superior railroad. The company's records show that there are thousands of Eriemen

of the board, Robert E. Woodruff, went to work for the Erie in 1905 as a section hand, his first job with the Erie, and became its president in 1941 after serving two years as trustee. Today's president, Paul W. Johnston, is a third generation Eriemen. As soon as he was old enough he became a handyman in the Erie station at Transfer, Pa. where his father was agent. He worked as a yard clerk during vacations, handled baggage at Greenville, Pa., after graduation from high school and became a station supervisor after graduation from college.

The stories of such careers are legion throughout the Erie forces.

Nowhere is the Erie's progressive spirit more evident than in its communications system. From Jersey City to Marion, 884 miles, the railroad is covered by radio-telephone. This up-to-date type of communications increases safety, efficiency and dependability.



periods at a time, repairs are less frequent and less complicated.

3 Types of Power

First a wood-burning railroad, then coal-burning and now oil-burning, the Erie today has a higher percentage of diesel locomotive ownership than any other trunk line operating between New York and Chicago.

Another important cost-saving factor in diesel operation is the need for less locomotive repair facilities. Fewer shops are necessary, and many steam locomotive round-houses have been eliminated at great savings. Without the diesel locomotive, the railroad industry today could be in a precarious position. Either freight and passenger rates would have to be very much higher which means business would go to other means of transportation, or else many roads would be in bankruptcy or have to be subsidized by the government.

The Erie long has enjoyed the reputation of having an excellent, smooth-riding road-bed. The road-bed and rails are at peak condition today. This highly desirable asset is the result of a combination of experienced, sound maintenance crews and newly-acquired and developed maintenance machinery.

As soon as a new type of maintenance equipment is placed on the market, the Erie is interested in it. Many times ingenious Erie employees have used their own initiative to develop track maintenance tools and machines.

Most of the company's rail is laid with a caterpillar crawler tractor with Hystaway attachment and rail tongs. This tractor can run on rails or off rails. The company was among the first railroads to adopt the newest ballast cleaning machine. Erie maintenance experts refined the machine, and it has become a prized asset in the maintenance department. Another machine which has proved its worth is the self-propelled power ballaster used for tamping ballast. Other equipment includes mechanical adzers, spike drivers and spike pullers.

Better Maintenance

Beside speeding up track maintenance and permitting the company to do more track work in the same amount of time as before, this equipment has eliminated much of the back-breaking, tedious drudgery of manual track labor. Members of Erie's maintenance crews today are specialists in the operation of machinery. They are men with skills using the best scientific methods to maintain a top quality road-bed.

The traditional, picture-album accountant with the green eye shade, stiff collar and wrinkled brow diligently recording his facts and figures with pen and ink in musty ledgers is long gone from the Erie accounting department.

Today, marvelous machines with electronic brains quickly and efficiently compile and neatly record the

Powerful three and four-unit diesels like these today pull Erie's freight and passenger trains. One of the railroad's chief marks of progress is the diesel. The company's roster lists 396 diesel units. The Erie's diesel-to-steam ratio is the highest of any major railroad in the East.



vast amount and variety of statistics and facts so necessary to the operation of an alert, progressive railroad.

The advantages of the business machines include increased accuracy, precision and speed. Skilled operators of the machines find working conditions to be more pleasant. It has been found that without an increase in working forces, new phases of accounting and research can be undertaken. Eriemen today wonder how they got along previously without the new information they are obtaining today from the business machines.

Business Machine Pioneer

This phase of the company's progress again points up its pioneer spirit. The Erie was among the first railroads in the country to recognize the future of business machines. Away back in 1911 when business machines were being developed, a predecessor of the Auditor of Revenues office began using the machines in New York.

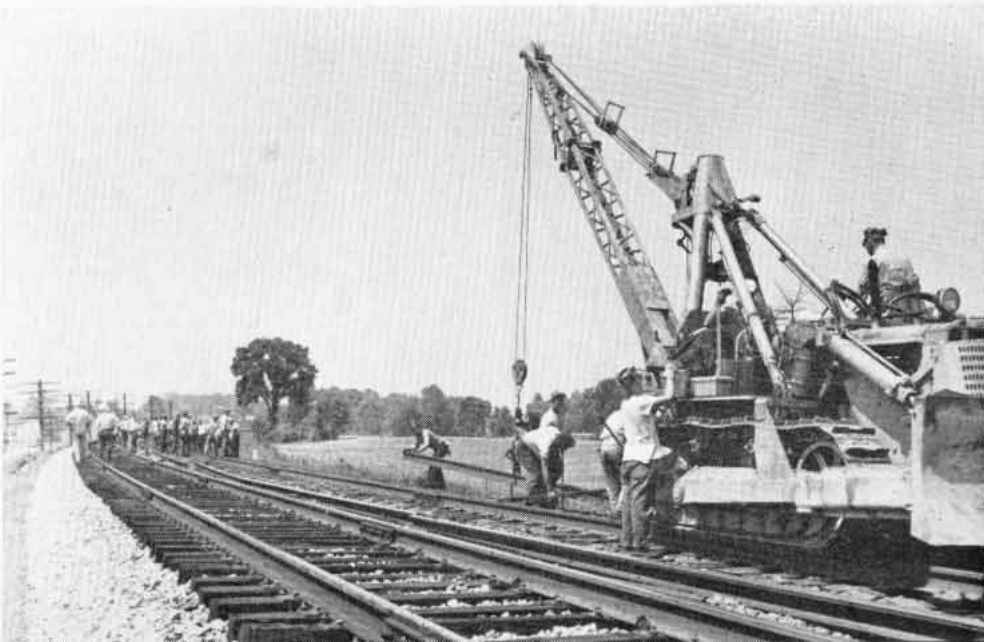
On July 1, 1922, the business machines were installed in the New York Terminal Station Accounting Bureau, on May 1, 1923, in Buffalo. On Feb. 1, 1933, these operations were moved to

Cleveland. The business machine operations now are limited to Hornell and Cleveland.

The business machines are the backbone of the company's famed "Quick Action" or "Q.A." car location service as it is popularly known. This service enables the Erie to tell its shippers almost to the hour where their merchandise is if it is in car-load lots. From reports received daily from major division points, "passing reports" are compiled on business machines in Cleveland and then flashed immediately to Erie main terminals and relayed to sales agencies throughout the United States. This is a coast-to-coast teletype network, and all the shipper has to do is take up his telephone and call his local Erie agent. Usually the agent has the desired information at his finger-tips.

Because shippers often want to re-route their cars of food or other merchandise to take advantage of changing market conditions, this Q.A. service has added greatly to the company's reputation as a dependable hauler of freight. The service is not an easy task, considering that daily

Most of Erie's track is laid by a caterpillar crawler tractor with an attached Hystaway attachment, just one of Erie's new ideas of track maintenance. Such modern methods enable the Erie to do a better job and eliminate much of the heavy labor required in earlier, manual methods.





A step ahead of most railroads, the modern Erie does most of its accounting and book-keeping with the help of business machines. The company was one of the first railroads to use the business machines and has developed the use of mechanical accounting during the first half of the 20th century.

about 30,000 freight cars are moving over the road's 2,245 miles of rail. The business machines make it possible.

Radio Safety

In 1950, a new low record for train accidents was established, and today the Erie's accident rate is less than half of the national average. A large share of the credit for this superior safety standard is Erie's outstanding communications system, the most extensive and comprehensive of any major railroad in the country.

In addition to its safety feature, the radio-telephone system has increased efficiency and dependability.

The system permits instant communication cab-to-caboose, train-to-train, train-to-wayside-station and between wayside stations. Fifty wayside stations at intervals of six to 30 miles are utilized. The complete system covers 884 miles. An additional 249 miles will be tied into the network when it is extended to Chicago. The system also will include Buffalo and the Rochester Division later.

Radio equipment is installed in 56 freight diesels, seven passenger diesels, 38 cabooses and 50 wayside stations. Another 106 diesel freight and passenger locomotives are being equipped.

Many yards and switching operations now are covered by radio, with additional installations being planned. Ship-to-shore radio communication on Erie tugboats in New York Harbor has been used the past four years.

These are stream-lined, up-to-the-minute railroad operations, geared to furnish maximum quality service at the lowest cost. Only skilled, keen

men can perform the many varied and complicated jobs. Erie is fortunate indeed. It has these men.

Principally, an Erieman is motivated by pride, loyalty, enthusiasm and faith, but these character traits are augmented by a training program which has created true railroad men on foundations of latent ability and ambition.

The education of a new employee starts as soon as the newcomer comes to the company. It is fundamental that an Erieman must be trained for his job. In many cases it merely means that the job is explained and demonstrated, then reviewed from day to day until it is mastered.

Constant Training

Training, however, is continual. Meetings are held regularly. Foremen and supervisors are taught to conduct the conference type of meeting with plenty of discussion and oral give and take. The lecture type meeting is infrequent. Everybody's ideas are welcomed.

Regularly foremen's and supervisors' duties, responsibilities and their part in management are reviewed. Theoretical and practical salesmanship of the company's service is taught to its agents, the railroad salesmen, and also to operating officers and personnel, since it is basic that they, too, sell the railroad.

Classes are conducted on such topics as job methods training, job improvement training, handling of objections and grievances, questions and answers, how to teach safety, how to get along with people and courtesy. The program is controlled at the top by an assistant to the president.

Training methods are identical along the length of the railroad.

The staff never stops learning either. Every morning at 9 o'clock sharp the staff, with President Johnston boasting as good an attendance record as anybody, meets in Vice President McInnes' office to review the operations of the previous 24 hours and to discuss new ways and means for improvement. This is a ritual every day.

Business research has an important role in the modern Erie. Most descriptive synopsis of the functions of the Research Department is that it seeks to answer: "How best to spend the traffic dollar."

Reports have been made for 29 off-line traffic agencies of the potential, net value and trends of traffic in each agency, with recommendations as to changes in territory or number of personnel.

Special studies have been prepared on the net value of traffic by commodities or routes. Such studies require cost analyses and development of unit costs of train, switching and terminal operations. Among the latter, special reports have been prepared on the unit costs of marine operations in New York Harbor. Requests are filled almost daily for cost information to test the adequacy of rates, divisions, or the desirability of expending sales effort.

For budgetary purposes, the department prepares estimates of future traffic and revenue based upon analyses of economic trends and the historical relationship of traffic to such trends. Being a repository for economic and business material, it fulfills many requests for information on such subjects.

As a result of these varied activities, it works for every department on the railroad.

Convenient Passenger Service

Admittedly a freight railroad, the Erie nevertheless is an important passenger carrier. Its passenger service, geared to serve its own communities, includes three safe, convenient and comfortable through trains daily each way between New York and Chicago. Through trains are drawn by the very latest two-unit, 4,500-horsepower diesel locomotives. The through trains include smooth-riding, roomette-bedroom sleeping cars. Coaches are modernized and air conditioned on these trains, equipped with individual lighting and reclining seats. Wide picture windows enable the passenger to view the magnificent scenery along the Erie, "The Scenic Route of the East."

The year-old "Steel King" between Pittsburgh and Cleveland gives the Erie patron a pleasurable service unexcelled in the area. Business leaders in the heavily industrialized area can use the Steel King to commute between the two steel cities.

The Erie's "name" freight trains today give the shipper the best possible transportation for his products

and merchandise. The best-known are the "Flying Saucers," so dubbed by imaginative line employees. Actually Nos. 99 and 100, the Flying Saucers provide second morning delivery of less-than-carload freight between New York and Chicago.

'Hot-Shot' 98s

The several sections of "Hot-Shot" No. 98 have earned a place in railroad history, and today are more efficient than ever. These are the east-bound freights which carry Pacific Coast fruits and vegetables daily into the hungry New York metropolitan region. Day and night the No. 98s highball their familiar yellow cars toward New York, delivering more than 90 per cent of the perishables entering the New York market by rail. These are the trains which have earned the Erie recognition as "The Route of the Perishables."

The forming of the current Erie into a stream-lined, trim craft, smooth-flowing and graceful as its diesel locomotives, has been accomplished under the guidance of Chairman of the Board Woodruff and President Johnston.

Gifted with a capacity for unending work and a man's man personality, Chairman Woodruff was the engineer as the Erie pulled out of receivership onto the road of success in 1941 and left it in the capable hands of his successor who had been helping him at the throttle, President Johnston.

Pin-pointing the needs of the Erie when he took over, Chairman Woodruff revitalized the railroad with his early purchase of diesels, renovated the road-bed from Meadville to Chicago, strengthened bridges, revamped the signal system, installed important sidings and inspired a new level of human relationships inside and outside the railroad.

In his less than two years as executive head of the Erie, President Johnston has concentrated on dieselization and made the railroad the No. 1 diesel trunk line in the East. During his term as president the company has developed its matchless radio-telephone communications system. The physical condition of the Erie today never has been better.

The success story found in the crisp statistics of the company's 1950 annual report will impress even the most skeptical critics. Net income was \$13,455,493, third highest in the railroad's history, equivalent to earning \$4.67 per share of common stock before capital and sinking funds. Total operating revenues were \$166,190,465, second highest in history, an 11 per cent increase over 1949.

Fine Operating Ratio

Most impressive of all is the operating ratio, the measuring stick for efficient railroad operation. The road's operating ratio for 1950 was 73.2, the best since 1944 and compared with 81.5 in 1949.

Another measure of operating efficiency is the gross ton miles per train hour record. In 1950 it was 56,986, giving the Erie a leading position among the country's best railroads. In 1950 the company's employees moved 42,339,984 tons of freight a total of 10,447,819,374 ton miles.

All of these factors combined, resulted in the Board of Directors declaring dividends totalling \$1.75 a share of common stock in 1950, thereby strengthening Erie's credit position that is so important to attracting the capital that is necessary for progress and improvement.

These are giant achievements, accomplished by Erie employees motivated not solely by personal desires but more so by a deep-rooted loyalty and heritage passed down through the century by preceding builders and achievers. These healthy stimulants are passed down from top management through all the echelons and over the miles.

The sum total of these traits and inspirations is a high human relationship reflected to patrons and public, which has gained a new respect and friendship for the modern Erie.

This all-important regard for the human element assures the Erie employee of today that the brutal, inhuman rule-of-thumb methods are merely sad episodes in a drama-packed history.

The acid test for an up-and-coming young Erieman no longer is the make-or-break tough assignment. Promotion today is the step-ladder kind. The young Erieman today knows that if he has the ability he will steadily climb the ladder of responsibility and reward, that some day he will be forming the policy of the Erie.

The modern Erie enjoys success, and the future is a challenge of promise. The Erie area, "The Heart of Industrial America," still is rich in coal, iron, sand, limestone, salt, gas, oil, industry and agriculture lining the length of the railroad East to West. The area contains 34 per cent of the population of the United States and 45 per cent of its industrial might. In this thriving economy the Erie has established itself as a good neighbor and productive community member.

Challenging Future

The company has backed its confidence in the future with an expenditure of over \$114,000,000 for new equipment and improvements in the last 10 years.

President Johnston is the foremost exponent of the optimistic belief in Erie's future. "We cannot stand still," he says in planning the course of the coming years. "We must continually progress and go forward. The investment of funds in modern equipment is necessary to provide the kind of service essential to Erie area industries. People expect the Erie to be ready to serve in peace and war."

"It is up to us to keep abreast of new developments, to adapt them to our needs, as dictated by our passengers and shippers, and to make our customers conscious of Erie's willingness to serve in the best possible manner with safe, efficient and dependable service."

"Our tremendous investments in new equipment are Erie's pledge of faith in its industrial area. We are constantly striving to make the Erie emblem recognized as the 'Mark of Progress in Railroading.'"



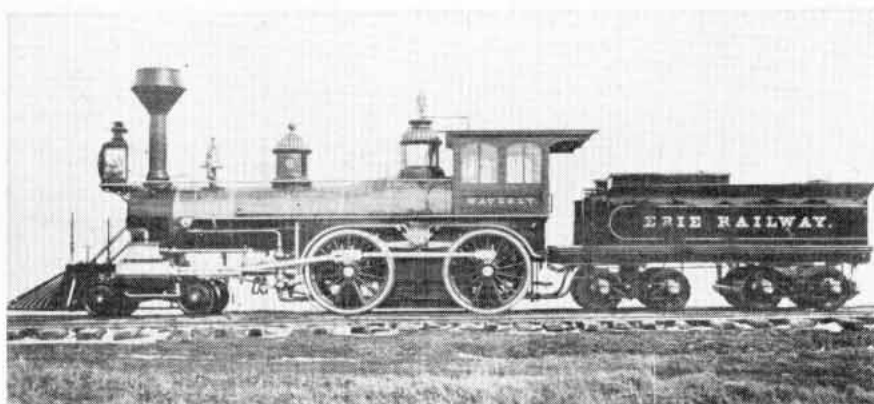
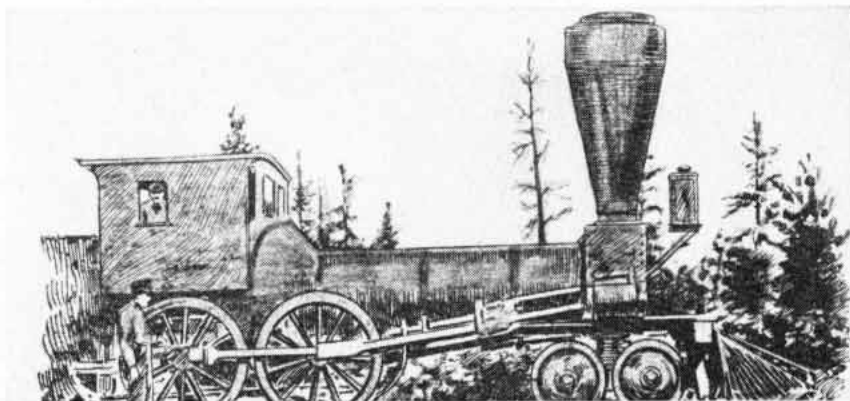
Erie's employees today are receiving comprehensive training on all jobs. In recent months diesel training has been emphasized. Above, shop employees swarm around a diesel engine as part of the company's intensive training program.

A CENTURY OF POWER

There are many persons to whom railroading is the romance and overwhelming spectacle of steam locomotives, giant, all-powerful steel behemoths spouting flame and plumes of smoke into the sky, roaring through cuts, pounding over bridges, wailing their song of distant places through the still night. Indeed, the majestic steam locomotive is the pinnacle of strength to most people. It is to the lovers of steam that these two pages are dedicated, for to them the coming of another type of motive

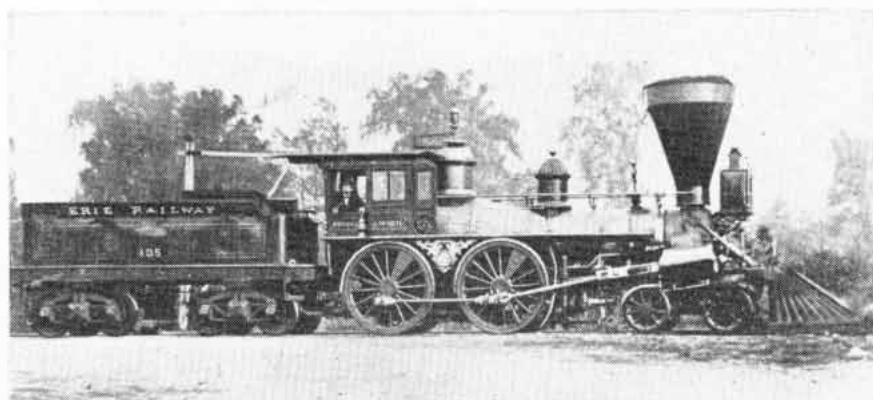
power brings only waves of nostalgia and a sadness of memories of a glorious past. Steam has had a wonderful century of glory on the Erie, and it would be inconsiderate indeed not to give steam railroading a richly deserved tribute in this centennial issue of the Erie. Only a limited few of the many types of former Erie steam locomotives can be presented here, but no doubt these seven pictures will recall many fond memories for employees and rail fans.

This, the famous Orange No. 4 wood-burner, was the first locomotive to pull a passenger train on the New York and Erie Railroad from Piermont to Goshen, N. Y. It was built by the Norris Machine Works in Philadelphia in 1841. The historic old engine was stolen once and rode on three canals, two rivers and three bays.



Locomotive No. 6, (left) the Waverly, is believed to be the first New York and Erie engine built for the railroad's new standard gauge track after it changed from the broad gauge. It was built in 1880 by the Brooks Locomotive Works, Dunkirk, N. Y.

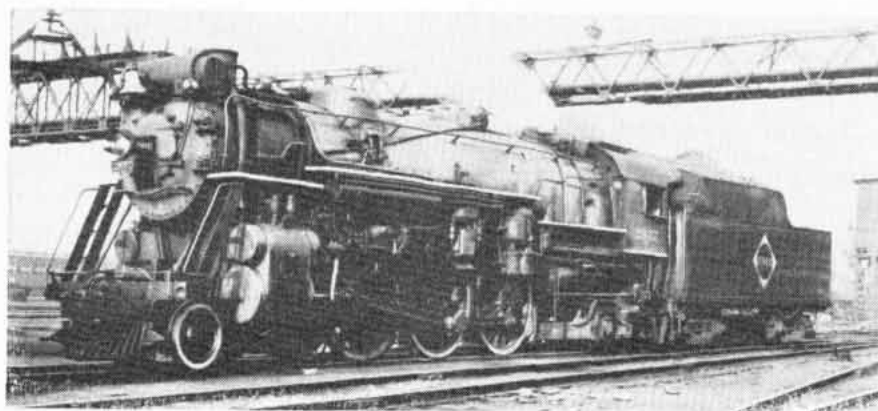
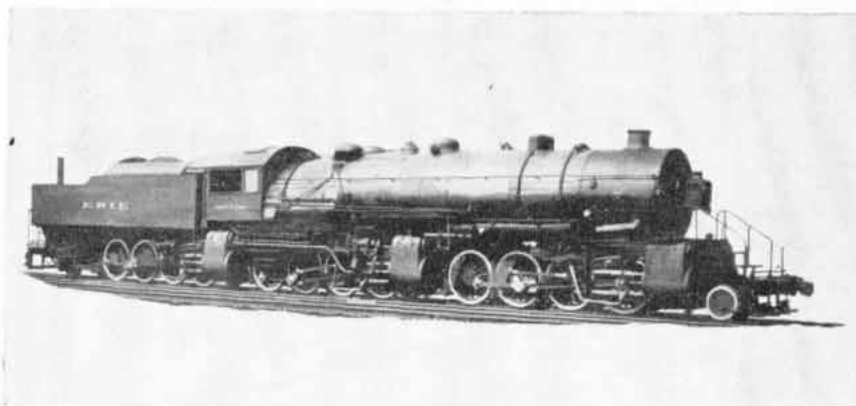
Wood-burning locomotives like this (right) pulled the two trains on the epic two-day inaugural run May 14 and 15, 1851, opening the New York and Erie Railroad. This one is the Roswell C. McNeill.





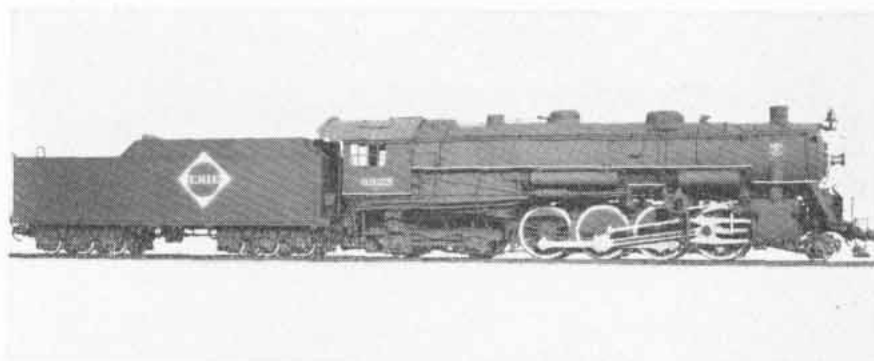
No. 1307 was among the early Mother Hubbards or "camel backs" used by the Erie. An H-5, this locomotive was easily recognized by the cab which straddled the boiler. The wheel arrangement on the H-5 was 2-8-0. Its tractive power was 26,880, and it weighed 87,900 pounds with tender. No. 1307 was built in 1886.

This (right) is the famous Matt Shay, the most powerful locomotive in its day. A triplex articulated compound type, it had a 2-8-8-8-2 wheel arrangement and developed a tractive power of 160,000 pounds. It weighed 853,050 pounds with 761,600 pounds on the driving wheels. The first Matt Shay, No. 5014, Class P-1, was built by Baldwin Locomotive Works in 1914.



Shown here is one of the 2900-series, K-5 heavy passenger locomotives built by Baldwin Locomotive Works in 1919 and modified in 1923. The originals had a tractive power of 43,900 pounds with a total weight of 500,200 pounds. Nos. 2935-44 were modernized and had a tractive power of 46,100 pounds and weighed 528,200 pounds.

Here (right) is one of the Berkshires, real freight work-horses. These were the S-type 3300s. Wheel arrangement was 2-8-4. The S-1s built in 1927 by American Locomotive Co., had a tractive power with booster of 82,500 pounds and weighed 813,450 pounds. The S-2s, S-3s and S-4s, built by Baldwin and Lima, were similar to the S-1s.



ERIE SURVEY-1835

... Chief Engineer I. H. Schram amazed by ingenuity of railroad's pioneer engineers.

(After the state of New York paid for and supervised a survey for the Erie in 1834, the directors wanted to double check the survey to be sure the cost estimates and route recommended were the best available. They asked the original state surveyor, Benjamin Wright, and two outside engineers, Moncure Robinson and Jonathan Knight, to make the second survey. The trio's report is reprinted below. Comments on the report are made in the insertions by I. H. Schram, chief engineer for the Erie.)

GENTLEMEN:—The undersigned have examined the plans and profiles of the lines surveyed for the New-York and Erie Rail Road, and have also, in accordance with your wishes, visited together the point at which the Shawangunk Mountain is passed near Deerpark, and are gratified in being enabled to report an entire conformity in their views, as to the best mode of overcoming the different obstacles presented on the route.

Mr. Schram—This is one of the most interesting items of data that we have seen in regard to the original reconnaissance surveys of the railroad on which its present location was based. Curiously enough, most of the locations mentioned in the report as points of difficulty, where special measures had to be taken, can be recognized, and the measures that were taken to avoid the difficulties that these consulting engineers called attention to show the ingenuity of our pioneer engineers, who were able to overcome the difficulties, pick better locations or, by bold construction, get the work done.

On seven portions of the road points

of increased difficulty are presented, either in the increased amount of elevation to be overcome, or in the rate of graduation which will be requisite. They are,

1. *In leaving the Hudson at Tappan.*
2. *In passing from the top of the Shawangunk Mountain, across the valley of the Basherkill, and up the Neversink.*
3. *In the valley of the Callikoon.*
4. *In crossing the summits between the Delaware and Susquehannah, and between the Susquehannah and Chenango.*
5. *In passing from the Canacadea Valley to that of the Genesee.*
6. *In crossing the summit between the Genesee and Alleghany.*
7. *In descending to Lake Erie.*

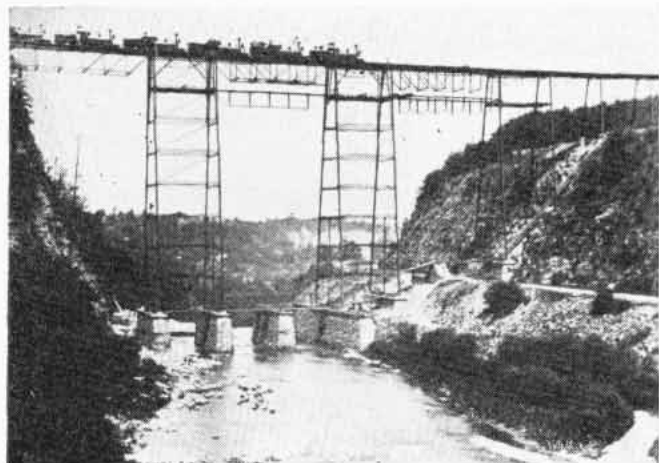
Independently of the points above specified, it will be observed that a very marked difference exists in the character of the lines surveyed between the Hudson River and the Delaware at the mouth of the Callikoon creek, and the lines traced west of this point. Some changes, attended perhaps with material improvements, will probably be made in the Eastern Division of the Road, but it is not believed by the Chief Engineer of the work, that the character of the Rail Road east of the Delaware, compared with its Western Division, can be essentially changed. The graduation of the latter, except at the points above noted, will very rarely if at all exceed 25 ft. per mile. On the East-

ern Division, grades of 45 and perhaps 50 feet must, in some cases, be admitted. On the Western Division, the radius of curvature will but rarely be less than two thousand feet. On the Eastern, it will often be from seven to nine hundred, and sometimes as short as six hundred.

Mr. Schram—It is evident that, when they made their report, the point of crossing of the Shawangunk Mountains, which is the range which we cross east of Port Jervis, had already been picked and very evidently this was the lowest point is the divide for a railroad built in the general location that the Erie Railroad was. This is the point called Deer Park, which is now Otisville, though we are quite sure that there was no settlement at Otisville at the time, Deer Park being the name of a township; but the pass at Otisville Summit looks down into what is now called Deer Park, which makes us sure that the two are identical. With this point determined, the Consulting Engineers evidently thought of their difficulties as lying east or west of Deer Park when they were considering what they called the Eastern Division, which probably ran as far as what we now know as Callicoon.

It seems, under the circumstances, necessarily to follow, that the same description of engines can scarcely be expedient throughout the whole extent of the Rail Road; that, whatever may be the load of a locomotive which it may be most judicious to look forward to, an engine of higher power will be required for its transportation east of the mouth of the Callikoon, than will be necessary west of it; and, as a consequence, that, whatever kind of superstructure may be adopted on the Western portion of the Rail Road, one adapted to the use of engines of a higher class, will be advisable on the Eastern.

The undersigned, after a careful consideration of the subject, would recommend for the portion of the Rail Road west of the mouth of the Callikoon, as being sufficient, and more economical than any other, a superstructure of wood and iron, consisting as usual of the cross-sill, the longitudinal wooden rail, and the plate



This striking view of Portage Viaduct over the Genesee River with the train of early wood-burners gives an idea of the physical problems faced by the first builders of the Erie. They had to build through rugged country.

rail, and framed in the usual manner by notches and keys. Such a superstructure, for a single track, executed in a superior manner, would cost about \$3000 per mile and would admit of the use of locomotive engines of six tons weight, and capable of drawing on the level parts of the Road, loads of sixty tons, at the rate of seventeen miles per hour; or on grades of twenty-five feet per mile, the same loads at a speed of seven or eight miles.

Mr. Schram—The total weight of engines mentioned, six tons and eight tons, as compared with our largest steam locomotives of 286 tons, indicates how far rail-roading has come since the days when the first train was run over the Erie Railroad 100 years ago.

To transport such loads, at a somewhat diminished speed, on the steeper portions of the Eastern Division, would require engines of eight tons, and this weight of locomotive the undersigned deem it most expedient to employ on this portion of the Rail Road. To sustain the action of such a locomotive, the plate-rail does not appear to be adequate. It will be more judiciously determined after the definitive location of the Rail Road, what form of bar, and what mode of securing it, will be best adapted to the character of the Roadway which may be obtained. It will be sufficient at this time to say, that the malleable bar or edge rail will be requisite between the mouth of the Callikoon and the Hudson. If, on a definitive location, the line between these points should be materially relieved as to curvature, a rail nearly similar in its section to that on the Camden and Amboy Rail Road, but weighing about fifty pounds to the yard, will probably be most expedient. If not, it will be advisable to adopt, at least on the curved parts of the Road, a rail of such form as may be more easily and accurately sprung into the curves adopted at different points on the Roadway.

Mr. Schram—One of the most interesting things in the report is the question of the Camden and Amboy rail. This section has become very famous historically, as it was the first rail of the "T" Section universally adopted in this country at a time when engineering practice generally followed the English design—the double headed or bullhead rail set in chairs. Robert L. Stevens, a famous engineer of his time, visited England so that he could report on railroad matters to the directors of the Camden and Amboy Railroad. He didn't like the bullhead rail and invented the first "T" rail. These rails were made of iron—not steel. They were 16 ft. long and weighed 39 or 40 pounds per yard. Stevens' first report was made in about

Estimate of work done May 1847
Clearing and Grubbing 4/5 done

Sta to Sta	total	1 Clap	2 Clap	1 Rock	5 Rock
1564+50	1566+24	1056	46		1010
1566+24	1569	605		348	42
1569	1573	323	147		28
1573+46	1579	920	773		25
1582	1584	768		256	512
1587	1589	995	680	211	12
		4667	1646	559	363
					2099

Summary
Clearing & Grubbing 4/5 done
 1646 Yd. 1 Clap Exc
 559 Yd. 2 Clap Exc
 363 Yd. Solid Rock
 2099 Yd. Solid Rock

This reproduction is from an Erie treasure-piece which was compiled more than a century ago, 1847. The hieroglyphics are in a book which was apparently kept by an Erie engineer or construction foreman during the construction of the Erie 104 years ago.

1830. There were other sections of "T" rail rolled in England and also at Scranton for use on the Erie. They were of iron and weighed about 50 pounds per yard. However, a good deal of the Erie Railroad was laid with the strap iron described in the report, which consisted of a longitudinal wooden rail and a plate rail on it. It was held end to end with notches and keys.

On a line of Rail Road, as long as that committed to the Board, it will be expedient to contemplate at any rate, several changes of locomotives. Even if a single engine could generally be relied on the whole distance from Hudson to Erie, still it would be advisable to provide for accidents; and it will probably prove more economical to change engines, and make the necessary repairs, before the wear and tear of the engine shall have progressed very far, than to reserve them entirely for workshops at the two extremes of the road.

This being the case, it is obvious that whenever the stations at which engines would be changed, can be placed near the points at which extra power will be requisite, such power may be supplied more cheaply and conveniently than under any other circumstances. It will only be necessary to reduce the graduation at such

points within the scope of two engines, and to make use of the engine Callikoon, in the neighborhood of which is relieved to assist that which is substituted for it, in overcoming the difficulty, and we have at once an extra power provided, which is always in readiness at the very moment when it is wanted, and which costs nothing except during the period it is employed.

For the 3d, 5th, and 6th cases above specified, it appears to us that no better expedient can be presented to the consideration of the Board than that above suggested. Stations being placed at or near the mouth of the Hornellsville, and at the commencement of the ascending graduation towards the summit, between the Genesee and Allegany, it is proposed to change the engine at these points, and (whenever the load may not be so light as to render it unnecessary) to make use of the locomotive which is relieved, to assist in overcoming the increased ascent to be encountered.

Mr. Schram—Problem 5, passing from the Canacadea Valley to the Genesee, has a curious meaning to us because it evidently referred to the proposed route which followed very nearly the present route of the River Line, but which had to be given up be-



Owego, N. Y. as it looks today. It was here that the Erie is said to have been "born". At a conference in Owego on Dec. 20, 1831, plans were developed for obtaining a charter from New York state for the railroad.

cause the necessary crossing of the Genesee Valley and the work through the ridges, where Tunnel Cuts 1 and 2 are now located, were considered projects too vast to be solved. There is also some existing data to the effect that the unstable character of the soil in this valley was known to some extent, so that the route over the summit at Tip Top was finally adopted.

At the Hudson (case No. 1) there would of course be a station, and probably at this point the principal workshop of the Company, so that whenever an additional engine was wanted in leaving the Hudson, it could be supplied without difficulty. It may be proper to remark, however, that in this case also, the principle above referred to for cases 3, 5, and 6, may be brought into play. If the train coming east should arrive at the Hudson a short time before the departure of that going west, the engine conveying it may be used before going into the workshop or engine-house, to assist the train going west, over the difficulty presented by the graduation at the commencement of its journey. . .

At case No. 4, that is, in crossing the summits between the Delaware and the Susquehanna, and Susquehanna and Chenango, auxiliary power will be requisite. By timing properly the passage trains on this portion of the road, a single engine which should assist alternately the trains going east and west over BOTH summits, may in the commencement suffice. It will be necessary, however, undoubtedly in a short time, to place auxiliary engines at the foot of the summit between the Delaware and Susquehanna, and west of that, between the Susquehanna and Chenango.

Mr. Schram—One of the difficulties mentioned is a crossing

between the Delaware and Susquehanna Rivers. This was evidently a tremendous problem and had to be solved by giving up the original idea of staying entirely in New York and crossing into Pennsylvania, whereby a practical grade could be obtained. We think that the decision to build the railroad in Pennsylvania between Mill Rift and Tusten at about the same time doubtless helped solve the problem of avoiding damage to the Delaware and Hudson Canal. Another decision that had to be made was the blasting of the tremendous cut at Gulf Summit and the building of the Lanesboro Viaduct which, in those days, were tremendous physical problems. In the same way, the problem of crossing the Susquehanna and Chenango Valleys was solved. While the Chenango flows into the Susquehanna, the valley is very narrow there, but the present route was worked out and still is a good one.

. . . Were those cases presented to the undersigned on a short line of Rail Road, or were they to be treated without reference to the profile and general character of the New-York and Erie Rail Road, the trade to be accommodated, and the power to be employed on it, we would unanimously recommend in each case an inclined plane. In the case however of the Shawangunk, it appears to us clear that this expedient would not be advisable. Independently of the general objections to inclined planes on a line of rail road, on which the rapid transit of passengers and merchandize is desirable, (objections, undoubtedly exaggerated in consequence of defects in arrangement and management in some of the planes now in use, but certainly to some extent well founded,) an inclined plane or planes at the point in question, would

not reach the whole difficulty. It will be observed on reference to the profile of the line at this point, that after descending the Shawangunk, and passing the Basherskill, the line passes up the Neversink for upwards of seven miles, on a graduation averaging about fifty feet per mile; on this portion of the road it will be important, if not indispensable, to supply some auxiliary power.

It is proposed, under these circumstances, instead of adopting an inclined plane for descending from the Shawangunk, to obtain by means of a tunnel of 900 yards, such a reduction of the elevation to be overcome, as will admit of the remainder being surmounted by a graduation not exceeding forty feet in curves, and one hundred feet per mile on the tangents of the line. On this ascent two of the heavy engines, which it is proposed to introduce on the Eastern Division of the road, will ascend with the train which one would take over other portions of it.

By this expedient, and placing a station as in cases 3, 5, and 6, in the valley of the Basherskill, or the Neversink, the necessity of extra engines may at this point be avoided. Trains going east would change their engines at this station, and the engine relieved, instead of going at once into the engine-house or work-shop, would first assist in raising the train it had brought thus far, up the Shawangunk. The same office would be performed by the engine which had brought on the train going west, up the steep graduation in the valley of the Neversink.

Mr. Schram—In descending from the pass at Deer Park, the Consulting Engineers talk about a route from the top of the Shawangunk Mountains, across the Valley of the Basherskill, and up the Neversink. This evidently is a line that we have a record of being surveyed, but abandoned. The line that is being discussed by the Consulting Engineers proposed to pass through Deer Park gap and descend the west slope of the Shawangunk Mountains on a grade of about 100 ft. (about 2%) to the mile for about two miles, then turn north and cross Basherskill on a high fill; then follow the valley of the Neversink about 15 miles by-passing Port Jervis to the north. It then went up Shelldrake Creek and across the head waters of the Mongaup River to Callicoon Creek, descending Callicoon Creek to the Delaware Valley at Callicoon. This line avoided conflicts with the Delaware and Hudson Canal. Of course, this line was not followed, but the R.R. wound along the side of the mountain to Port Jervis at the expense of making the tremendous rock cuts we see today. The grade down the Shaw-
(Please turn to Page 74)



IN COMMON COUNCIL



City of New York

THE Special Committee of the Board of Assistant Aldermen, consisting of Nathan C. Ely, Samuel R. Hallball and Daniel F. Hermann Esq. to whom was referred the communication of the President and Directors of the New York and Erie Rail Road Company, in relation to the completion and opening of said road May 14th 1851 presents a report *accompanying* with the following resolutions to wit:

RESOLVED, that we hail the completion of this gigantic and stupendous work as emphatically **"THE WORK OF THE AGE"**

RESOLVED, That the thanks of the City are due, and are hereby tendered to Benjamin Coder,

- | | | |
|----------------------|------------------------|--------------------|
| Veney Sheldon, | Daniel S. Miller, | Veney Snydam Jr. |
| William E. Dodge, | Shepherd Knapp, | Samuel Marsh, |
| Cornelius Smith, | Thomas J. Townsend, | Homier Ramsdell, |
| William B. Shidmore, | Marshall O. Roberts, | Thomas W. Gale, |
| Charles M. Knapp, | Theodore Dehon, | John J. Phelps and |
| | Norman White, Esquires | |

the present Directors of the New York and Erie Rail Road Company for the zeal, energy and devotion to this enterprise, so successfully brought to a termination after it had been so hopelessly abandoned by their predecessors.

Resolved that we commend the New York and Erie Rail Road to our fellow Citizens as a work entitled to their generous patronage, and to the aid and countenance of our City government.

Adopted by the Board of Assist' Aldermen May 22^d 1851.

Concurred in by the Board of Aldermen June 4th 1851.

APPROVED, June 13th 1851

A. A. Moore
PRESIDENT
Morgan Morgan
PRESIDENT
A. O. Kingsland
Mayor
D. J. Valentine
John J. Phelps

Author & Engraver LITH. BY WALKER & CO. N.Y.

The above tribute was paid to the New York and Erie Railroad by the New York City Council at the time that the railroad was completed from the Hudson River to Lake Erie and indicates how highly the great city regarded its new railroad.

1st ANNUAL REPORT

*... despite their many problems in 1835,
directors saw rosy future for their railroad.*

(The first annual report of the Erie, then the New York and Erie Railroad, was issued Sept. 29, 1835. The following is a condensed version of the report. The excerpts reprinted here make up about one-third of the report and include only the highlights. They do give an idea, though, of the hope, plans and dreams of the creators of our railroad. From our great distance, we can now smile at some of the things said here, but mostly we can only admire and respect, amazed at the keen foresight and vision of the men who conceived the Erie.)

The Company was incorporated by the Legislature of New York on the 24th day of April, 1832, with power to construct a Rail Road from the city of New York to Lake Erie,—to transport persons and property thereon,—to regulate their own charges for transportation,—and to take tolls on any part of the route as fast as sections of ten miles should be completed.

The line of the route is not otherwise fixed by the charter, save that it is to be confined at all times to the southern tier of counties of this State, commencing at the city of New York, or at any point in its vicinity as shall be most eligible and convenient therefor, and continuing through said counties, by way of Owego, to some point on the shore of Lake Erie within this State west of Cattaraugus Creek.

In evident contemplation of the construction of the different sections of the work progressively, the Company are allowed 10 years from date of their charter, within which to finish one-fourth part of the road:—15 years for one half—and 20 years for the whole. By an amendment passed May 8, 1835, they are author-

ized to commence the road at any point on its route, which they may deem most eligible, and to use a single or double railway thereon.

Plan of the Route

The plan of the route, recommended by that Report, strikingly manifests the sagacity and ability of this experienced Engineer, and justifies the confidence reposed in him by the Governor. . .

In the present instance, the route of the road traverses a country, where land as yet, is comparatively cheap; and, therefore, the heavy charges incurred in purchasing the road-way, disturbing buildings, deranging city and village lots, extinguishing turn-pike rights, and the other vexatious expenses incident to a work passing through a district more densely peopled, will be greatly lessened, if not altogether avoided. . .

In laying out the proposed road, if a straight course were pursued through the southern counties, from the city to the Lake, it is quite probable that its total length could be brought within 350 miles,—and if the intervening elevations and depressions were cut down and filled up to an uniform level, regardless of the expense to be thereby occasioned, a Rail Road laid on such a line would undoubtedly attain the highest degree of utility, of which that mode of communication is susceptible. Such an attempt, in the present instance, would, however, be totally unnecessary,—because the objects of the proposed enterprise do not require such a work, and can be sufficiently and

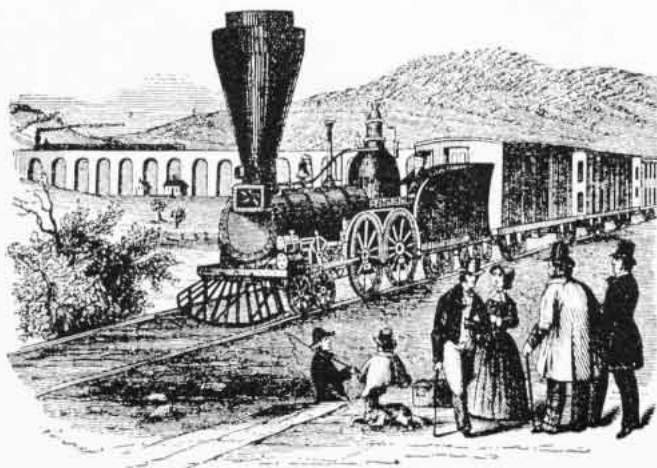
fully accomplished by the cheaper and easier road recommended by Judge Wright . . . but that a road upon which the whole passage may be regularly made, *at all seasons of the year, within forty-eight hours*, will be amply adequate to all the objects of its construction. . .

The peculiar topography of the extensive district traversed by the route, indicates the necessity of seeking, as far as practicable, the natural levels. A considerable portion of that section of the country, without being mountainous, has an undulating surface, intersected, however, throughout nearly its whole extent, by a chain or series of rivers, which fortunately pursue, with little deviation, the general line of direction required for the route of the proposed road. . .

It is this peculiar and striking feature in the surface of the country, as presented by the maps and profiles now in the office of the Company, (and which the stockholders are particularly invited to inspect), which will explain the reason why a cheap and easy route has been discovered for the road in question. By that examination it will be seen, that more than four-fifths of the whole line of 483 miles lies immediately upon the banks of rivers and their tributaries: that one uninterrupted section of 125 miles long, is situated on the margin of the Susquehanna and its principal branches;—another of 83 miles along the Alleghany and its tributaries:—one of 69 and another of 39 miles along the Delaware and its principal confluent;—and the other minor sections along the smaller streams, including 19 miles in the valley of the Ramapo, make up a total amount of at least 420 miles, in which the route of the road obtains the advantage of following the margins of water-courses.

The Remainder

Of the remaining portions of the line, embracing in the aggregate about 60 miles in length, where the route crosses the valleys of the streams more or less transversely, about 30 miles are comprised in different sections within the counties of Sullivan, Orange, and Rockland,—about 20 miles between the head waters of the Delaware and those of the Susquehanna and Chenango,—and the remaining 10 miles in the descent



This is a scene along the early Erie. It is an artist's idea of the Erie around the Starrucca Viaduct. Although the picture seems out of proportion apparently the train has just crossed the famed bridge.

to Lake Erie; and, nevertheless, with a single exception hereafter particularly mentioned, no part of the graduation of those portions of the line is found to be uncommonly expensive. The exception is presented in the passage of the Shawangunk Ridge, in the county of Orange, on the east side of the Delaware and Hudson Canal, at the 74th mile of the route, at which point a rapid descent of 350 feet, must be encountered in a section of three miles. To obtain an easy passage over this part of the route eventually will require, either two inclined planes, similar in size and extent to those on the Mohawk road, and costing about \$50,000 each—or a deep cutting on the summit of the ridge, at an expense of about \$70,000,—or a tunnel of nine hundred yards long, at an expense of \$175,000.

After attentively examining these different modes of overcoming the difficulties presented by this particular section, Judge Wright, in his Report to the Legislature, recommended, as being most economical in the first instance, the deep cutting on the summit of the ridge, and the employment, at that point, if necessary, of auxiliary locomotive or animal power,—but he referred to the probability and necessity, in case of a great amount of transportation, of the eventual construction of a tunnel. . . . Whichsoever of these plans may be adopted, the total expenditure in constructing this section will not exceed from two hundred to two hundred and fifty thousand dollars.

According to the estimates accompanying the Report of Judge Wright, the graduation of the road, with solid embankments for a double track from the Hudson to Lake Erie, including the excavation at the Shawangunk Ridge, will cost \$2,717,518, being the rate of \$5,626 per mile, which amount includes the cost of bridges, culverts, clearing, fencing, and, in fact, every expense whatever necessary in order to prepare the road-bed for the reception of the superstructure.

He further reported, that a superstructure of iron laid upon timber, would, in his opinion, be most expedient (at least, for the first or single track,) and would cost \$3,400 per mile; being, for four hundred and eighty-three miles, \$1,642,200. That the cost of the graduation, as above stated, was 2,717,518. To which latter item be added, for contingencies, ten per cent 271,751. And for engineering three per cent on the two first sums, 130,791.

Being for the whole work \$4,762,260

Much Opposition

. . . It had become evident, at an early period in the history of this enterprise, that it was destined to encounter active opposition. In some of the villages in that part of the May, 1951



The first ground for the Erie was broken at Deposit, N. Y., Nov. 7, 1835. Above is a picture of Deposit's Erie station today. Inset is a reproduction of the plaque in a monument at Deposit which marks the ground-breaking ceremony.

State traversed by the Erie Canal, apprehensions had been excited, that the construction of the proposed road might operate injuriously upon their local interests. The people of that quarter of the State had been led to suppose, however erroneously, that in order to retain and preserve the sectional advantages which they enjoyed, it was necessary to compel the population of the southern counties to seek, through the Canal, a circuitous and expensive route to the sea-board; and that it would be impolite to allow them the means of more direct and constant access to market, which would be afforded by the proposed Rail Road. . . . No sooner, however, was the Report of Judge Wright presented to the Legislature, showing the feasibility of completing, at a moderate expense, the desired channel of intercourse through the southern section of the State, than a combination of local interests, singularly violent in character, was arrayed to de-

feat the enterprise. The most active and determined exertions were made, openly by some, and covertly by others, to prejudice the public mind, and discourage, if possible, the friends and promoters of the undertaking. The object was denounced as chimerical, impracticable, and useless. Anonymous writers were employed to pronounce the survey inaccurate and deceptive, and the estimates unsafe and fallacious. The road, it was declared, could never be made,—and, if made, would never be used. . . .

(The directors wanted to be sure of their ground, so they invited two outside engineers to survey the Shawangunk Ridge, considered the most formidable physical hazard in building the railroad. The report is discussed elsewhere in this issue. The new survey was conducted and the findings were gratifying.)

Upon their unanimous testimony, the Board of Directors now have the gratification of announcing to the



This colorful character with the equally colorful piece of "rolling stock," is typical of the type of robust individual who built the Erie. We are told this old-time Erieman's name is H. J. Saunders, an early signal man around Middletown, N. Y.

stockholders the following result, to wit:—That loads of sixty tons gross, (for deducting the weight of the cars, forty tons net), may be drawn in a single train from the Hudson River to Lake Erie, and at an average speed from twelve to fourteen miles to the hour;—that with the rate of speed augmented one half, a locomotive engine will nevertheless suffice to transport two hundred passengers and their baggage; that no stationary engine will be requisite on any part of the work; and that one, at most, two auxiliary engines only will be requisite on the whole length of the line.

Upon that consultation the plan of Judge Wright was modified only in a single particular. Instead of selecting any one particular plan of superstructure, as proper for the whole route, the Board of Engineers recommended,—in view of the necessity of employing greater locomotive power in surmounting the severer grades on the easterly sections, embraced within the counties of Rockland, Orange, and Sullivan, than would be requisite on the gentler acclivities presented on the remainder of the road,—the adoption of the eight ton engine and the iron edge rail on the first 136 miles, between the Hudson and the mouth of the Callikoon, at a cost of \$6,000 per mile, and of the six ton engine and iron plate rail, laid of timber, on the remaining 347 miles, from the mouth of the Callikoon to Lake Erie, at a cost of \$3,000 to the mile.

In estimating the expense of the superstructure, Judge Wright, after specifying the cost of several plans, had stated that a superstructure, throughout the whole route, consisting of the iron plate laid upon timber, could be completed at an expense varying from \$2,800 to \$3,400 per

mile, being, for 483 miles, at \$3,400, \$1,642,200

The superstructure adopted on the consultation will cost—

136 miles at \$6,000 \$816,000
347 miles at 3,000 1,041,000

1,857,000

Being a variation of

214,800

The engineers, on their consultation, also recommended the adoption of the tunnel through the Shawangunk Ridge, instead of the deep cutting upon its summit, which alteration will require an increase of expenditure, not exceeding

100,000

Making the total increase \$314,800

The estimate of the cost of the whole road, upon the plan as modified on the consultation, will then stand thus:

Graduation reported by

Judge Wright \$2,717,518

Extra expense of adopting the tunnel, 100,000

\$2,817,518

Superstructure as settled on the consultation, 1,857,000

4,674,518

To which add for engineering and the expenses to the company, 300,000

The cost of vehicles and other necessary apparatus, to be increased as the business of the road shall extend, will be covered in the first instance by 500,000

5,474,518

To which the Board of Di-

rectors, for more abundant caution, now add for contingencies, 525,482

Total \$6,000,000
Requiring a net revenue of \$360,000 to produce a return of six per cent per annum, . . .

Future Revenues

It is evident, that the rate of revenue, whatever it may be, immediately on the completion of the road, will undergo a steady and rapid increase, and fully keep pace with the growth of the extensive communities from which its business is to be derived. . .

If the experiences afforded by the Erie Canal is taken as a guide, it may be safely stated, that the accomplishment of the proposed work will add not less than one third to the present population and trade of the city of New York, and augment in an equal degree its landed wealth;—and that it will double, if not quadruple, the present value of the extensive district embracing six millions of acres in the southern and middle counties of this state. When it is considered also, that by means of this great avenue of intercourse—and its tributaries now rapidly springing up and spreading through all the great valleys of the West, bringing Lake Erie into close connection with the Mississippi and Missouri, and extending southwardly even to the Gulf of Mexico,—the immense inland communities upon the Western Waters, for the purpose of trade, will be rendered commercially tributary to this State and its metropolis, it becomes difficult to fix, within any moderate bounds, the value of the proposed road, or the amount of travel and transportation which it is destined to create and accommodate. . .

During the four or five months of the year in which the severity of climate renders useless our canals, lakes, and rivers, the road will present the only available channel of communication between the city and the more central and populous portions of the interior, and at the same time will remedy the evils now suffered by the mercantile community, in being deprived of the means of transmitting merchandise to its consumers early in the spring, and late in the autumn.

Official Inspection

The Directors of this company, in forming their opinions as to the feasibility and productiveness of the proposed work, deeming it their duty to rely as little as possible on mere representations, have personally inspected by themselves, and their immediate officers, during the present summer, the whole line of the route. That examination has resulted in confirming their belief, that the work is singularly feasible. . .

Although the Board may be well satisfied, that by constructing a portion only of the road, a sufficient rev-

enue would be secured, yet there can be no doubt but that the interests of the stockholders, as well as those of the public, will be greatly promoted by completing the whole line with the least practicable delay. . .

Notwithstanding these considerations, it is, a circumstance eminently calculated to insure the ultimate success of this enterprise, that the work is divisible into separate portions, each of which, taken by itself, may become profitable; so that the stockholders may receive dividends on their investments long before the completion of the whole road. . .

Immediately after the defeat of their application to the Legislature, the Board of Directors appealed to the enlightened self-interest and public spirit of the inhabitants of the city of New York and the counties along the line, for such further subscriptions to the stock of the Company, as should secure, beyond doubt, the ultimate completion of the enterprise. They were so far successful, that 13,821 shares of one hundred dollars each, (in addition to the 10,000 taken in 1833), were subscribed to the capital, virtually placing at the disposal of the Board the aggregate amount of \$2,382,100. In the judgment of the Directors, the subscription of that sum has insured the accomplishment of the whole work, inasmuch as it will enable the Company to finish a section of the road sufficiently extensive to become profitable to the stockholders, and by that demonstration will afford the means of securing the funds requisite to complete the residue.

In truth, the final accomplishment of this enterprise has now become a question only of time, and it will be for the community to decide how long they will choose to suffer the inconveniences which may arise from the more tardy execution of the work.

Flattering, however, as the prospects of the Company may be deemed, and highly as they appreciate the generous support which they have uniformly experienced from the people of the southern counties, the Board of Directors are nevertheless bound, in prudence, not to hazard the success of the work by anticipating aid from the State, or by entering on any expenditures beyond the means actually within their reach. . .

Small Payroll

The only salaried officers in the employ of the Company, are the Chief Engineer and his subordinates, the Secretary, the General Agent, and a clerk.

The corps of Engineers, as arranged by the Chief Engineer, has been generally divided into seven, and sometimes into nine distinct parties, and diligently occupied, up to the present time, in revising and improving various parts of the line on the Eastern Division. . .

. . . the Directors have deemed it

their duty to direct the Chief Engineer to explore every line which there could be any reasonable probability of adopting. By the last monthly report of the Engineer of the Eastern Division, it appears, that since the 1st of May last, 580 miles of line have been carefully run by the parties, under his direction. This minuteness of examination has, however, operated to delay the Chief Engineer in making a final selection of as much of the route as the Board could have wished. The route of forty miles of the line along the Delaware, where only one of the banks of that river lies within the boundaries of this State, is however so far fixed by nature, that, it may be definitely adopted without further delay, and the Directors have therefore ordered this section extending from Deposit down the Delaware to the mouth of the Callikoon, to be advertised for contract. . .

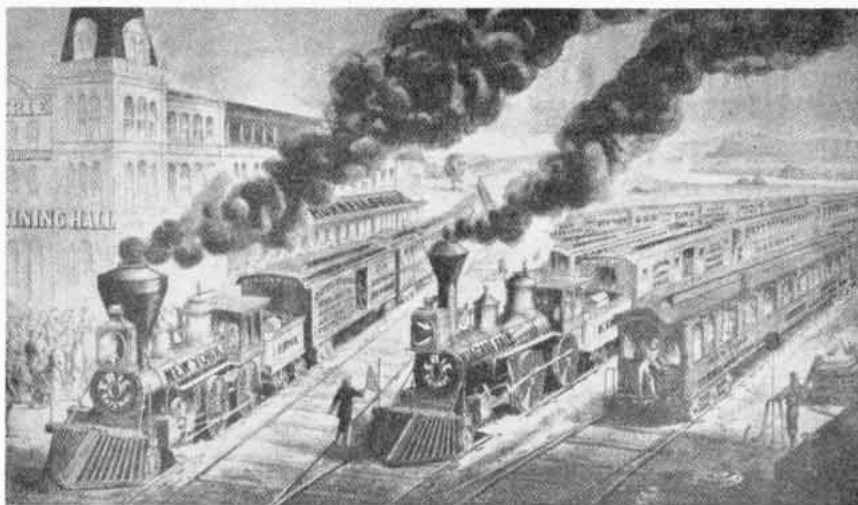
With the exception of the section embracing the Shawangunk Ridge, the graduation of the forty miles now advertised, presents the portion comparatively the most expensive of the whole line, (exceeding, according to Judge Wright's estimate, \$9,500 per mile), but, for that very reason, the Directors have felt the more willing to select it as the section first to be constructed, in order to encounter at once what are supposed to be the difficulties of the work, and also to test, by actual experiment, the question of its feasibility.

Secondary

The completion of the work from the Hudson River to Owego, desirable as it may be deemed, sinks, however, into comparative insignificance when

compared with the importance of extending the line still further westwardly to the Alleghany River. After an attentive examination of the capabilities of that most valuable water-course, made by a Committee of the Board during the present season, and the remarkable facilities it presents for cheap, rapid, direct, safe, and early communication between the city of New York and the great valleys of the Ohio and Mississippi, the Directors have become firmly persuaded that it is an object, if possible, of more consequence to the mercantile community that the Rail Road should reach the Alleghany River, than Lake Erie itself. . . They have ascertained, that merchandise placed on its banks as early as the 1st of March, may be delivered in four days thereafter at Pittsburgh, (for a price not exceeding fifteen cents per hundred,) and thence distributed throughout the populous communities along the Ohio River, at the opening of navigation;—that the merchants of New York will thereby obtain direct and early access to consumers, nearly three times as numerous as the whole population around the Upper Lakes;—that these immense advantages may be obtained without any alteration or improvement in the natural condition of the stream, and merely by extending a Rail Road to its banks from the Hudson. . .

The completion of the Rail Road from the city of New York to the Alleghany river, is the only mode in which the vigorous efforts of Pennsylvania to secure to her own metropolis the trade of the West, can be effectually counteracted. Not content with establishing the line of
(Please turn to Page 66)



Possibly exaggerated, this is scene at Hornell, N. Y., first known as Hornellsville, during the early days of the Erie. The scene was conceived for an advertising booklet published by the then growing railroad. The caption said "The great trunk line and United States mail route between New York City and the Western States and Territories, renowned for its Beautiful Scenery, its substantial road bed, double tracked with steel rail, and its well appointed passenger trains, equipped with the celebrated Pullman hotel, drawing room and sleeping coaches."

FRIENDS FOR A CENTURY

All along the Erie Railroad's more than 2200 miles of track are industries, large and small, which have helped the Erie to grow for a century and more. The support and faith of these firms and the people who have managed them has been the life-blood of the Erie, for without the patronage of these neighbors of a century and, of course, the thousands of others who have contributed to the building of the Erie, the railroad could not have progressed as it did. In this centennial issue, the magazine would have liked to list every firm which has been a friend, but, of course, that would be impossible. It would take a volume many times this size. It was decided to list those firms which have lived side by side with the Erie a hundred years or longer. The names of these firms follow. Erie agents along the entire railroad made a concerted effort to obtain the name of every firm which was eligible for the list. We hope we are listing every one. However, if we have missed any, we hope that our attention will be called to the omission, and we will be more than happy to print additional members of our "century club" in a future issue.

Meadville Tribune
(Newspaper)
Meadville, Pa.—1805

American Mfg. Co.
(Juvenile toys)
Falconer, N. Y.—1806

Anderson Lumber Co.
Passaic, N. J.—1812

Allegheny College
(Educational)
Meadville, Pa.—1815

Lawson, F. H. Co.
(Kitchenware & galvanized cans)
J. Arthur Buhr, Pres.
8th & Evans Sts.
Cincinnati, O.—1816

Wm. McMillen & Son
(Morticians)
Greenville, Pa.—1822

Sikes-Cutler Desk Co.
(Furniture)
Buffalo, N. Y.—1824

Geo. E. Richards
(Funeral director)
Riverdale, N. J.—1825

Titus & Martin Co.
(Wholesale coffee)
L. W. Ferguson, Pres. & Treas.
323 W. Third St.
Cincinnati, O.—1825

Beals, McCarthy & Rogers, Inc.
(Steel jobbers)
Buffalo, N. Y.—1826

Post-Journal
(Newspaper)
Jamestown, N. Y.—1826

Wells & Co.
(Medicinal roots, raw hides,
furs)
S. Percy Wells
200 Main St.
Cincinnati, O.—1826

Dundee Water Power & Land Co.
Passaic, N. J.—1828

Murray Co.
(Dealers in farm machinery,
plumbing supplies, etc.)
Honesdale, Pa.—1828

Merrell, Wm. S. Co.
Thurston Merrell, Chairman of Bd.
(Pharmaceuticals)
Lockland Sta.
Lockland, O.—1828

Pounsford Stationery Co.
(Stationery)
Harry G. Pounsford, Pres.
422 Main St.
Cincinnati, O.—1829

Powell & Clement Co.
(Guns)
H. Philip Overbeck, Pres.
420 Main St.
Cincinnati, O.—1829

Geo. Worthington Co.
(Hardware)
802 St. Clair Ave., N.W.
Cleveland, Ohio—1829

Am. Copper & Brass Wks.
(Distilling, brewery, dairy and
chemical equipment)
C. F. Ellerhorst, Pres.
612 E. Front St.
Cincinnati, O.—1830

H. V. Bretney Co.
(Tannery—mfr. leather goods)
Springfield, Ohio—1830

Fay, J. A. & Egan Co.
(Wood working machinery)
J. J. Schott, Pres.
2021 Eastern Ave.
Cincinnati, O.—1830

Shillito, The John Co.
(General Department store)
Fred Lazarus III, Gen Mgr.
7th & Race Sts.
Cincinnati, O.—1830

Chatfield Paper Corp.
(Paper products)
R. G. Elliott, Vice Pres.
3265 Colerain Ave.
Cincinnati, O.—1832

Werk, The M. Co.
(Soap)
Howard Dock, V.P.
Murray Ave.
St. Bernard, O.—1832

Strong Cobb & Co.
(Drug supplies)
Lisbon Rd. & Evans Ave.
Cleveland, Ohio—1833

American Book Co.
(School books & blanks)
S. Stalter, Mgr.
300 Pike St.
Cincinnati, O.—1834

American LaFrance Foamite Corp.
(Fire fighting apparatus)
Elmira, N. Y.—1834

Birge & Sons Co., M. H.
(Wallpaper)
Buffalo, N. Y.—1834

Tudor Boiler Mfg. Co.
(Boilers)
Harry B. Lange, Pres.
1250 W. 8th St.
Cincinnati, O.—1834

Fred Diefenderfer & Son
(Feed store)
Sharpsville, Pa.—1835

Hunnell Soap Co.
(Industrial cleaners)
Leslie Webb Jr., Pres.
11th & 2nd Sts.
Cincinnati, O.—1835

Fox Paper Co.
(Paper products)
Charles R. Walker, Pres.
Lockland, O.—1836

J. H. Brown & Son
(Funeral Directors)
17022 Kinsman Ave.
Cleveland, Ohio—1837

Cincinnati Gas & Electric Co.
(Heat, light & power)
Walter D. Beckjord, Pres.
4th & Main Sts.
Cincinnati, O.—1837

Proctor & Gamble Co.
(Soap and oil products)
N. H. McElroy, Pres.
Gwynne Bldg.
Cincinnati, O.—1837

Wocher, The Max & Son Co.
(Surgical supplies)
Sig. Frietsch Jr., Treas.
609 College St.
Cincinnati, O.—1837

McCullough's, J. Chas. Sons Co.
(Seeds)
H. T. McCullough, Pres.
P. O. Box 146
Cincinnati, O.—1838

Cincinnati Oil Works Co.
(Fuel oil)
Horatio W. Burkhardt, Pres.
535 Eggleston
Cincinnati, O.—1838

Riordan, G. C. Co.
(Stained glass windows)
John A. Riordan, Mgr.
324 E. 3rd St.
Cincinnati, O.—1838

Pennsylvania Coal Co.
(Anthracite coal)
Dunmore (Scranton), Pa.—1839

Bradford Machine Tool Co.
(Machine tools)
J. R. Stewart, Pres.
657 Evans St.
Cincinnati, O.—1840

Cincinnati Star Times
(Publishers of daily paper)
Hubert Taft, Editor & Pres.
800 Broadway
Cincinnati, O.—1840

Deckenbach, F. C. Sons Co.
(Coppersmiths)
Alvin Hook Sr., Pres.
2150 Colerain Ave.
Cincinnati, O.—1840

Emery Industries Inc.
(Oils, fatty acids and candles)
A. W. Schubert, Vice Pres.
4207 Carew Tower
Cincinnati, O.—1840

Iroquois Beverage Corp.
(Beverages)
Buffalo, N. Y.—1840

J. Leffel & Co.
(Foundry)
Springfield, Ohio—1840

W. Bingham Co.
(Hardware)
1278 W. 9th St.
Cleveland, Ohio—1841

Cincinnati Enquirer
(Publication of daily paper)
Roger Ferger, Publisher
617 Vine St.
Cincinnati, O.—1841

Joseph & Feiss Co.
(Cloth craft)
2149 W. 53rd St.
Cleveland, Ohio—1841

Anseo division of
General Aniline & Film Corp.
(Photographic supplies)
Binghamton, N. Y.—1842

Cleveland Plain Dealer
(Newspaper)
523 Superior Ave.
Cleveland, Ohio—1842

Estate Hetrola Div.
(Ranges)
Noma Electric Corp.
Cecil M. Dunn, Gen. Mgr.
Hamilton, O.—1842

O. S. Kelly Co.
(Piano plates)
Springfield, Ohio—1842

Heller Brothers Co.
(File & tool steel)
North Newark, N. J.—1842

Prairie Farmer
(Daily newspaper)
Chicago, Ill.—1842

Eagle-Picher Lead Co.
(Insulation, paints, etc.)
Spencer Shore, Pres.
American Bldg.
Cincinnati, O.—1843

Sterling-Lindner-Davis
(Department store)
Euclid Ave. & E. 13th St.
Cleveland, Ohio—1843

Taylor, Joseph & Co.
(Sugar)
Chas. S. Trimpe, Pres.
2113 Central Ave.
Cincinnati, O.—1844

A. C. Williams Co.
(Castings)
Ravenna, Ohio—1844

Brunswick-Balke-Collender Co.
(Bowling alleys, billiard tables
and supplies)
E. R. Edwards, Branch Mgr.
520 Broadway
Cincinnati, O.—1845

Haven Malleable Castings Co.
(Malleable iron castings)
Fred W. Dixon, V. P.
Knowlton & Dana Sts.
Cincinnati, O.—1845

National City Bank
(Banking)
623 Euclid Ave.
Cleveland, Ohio—1845

Birdsall Bros.
(Woolen blankets)
Honesdale, Pa.—1846

Brunswick-Balke-Collender Co.
(General Offices only)
Chicago, Ill.—1846
(Bowling & billiard supplies)

Laub's Sons, Geo.
(Tannery)
Buffalo, N. Y.—1846

Moore's Lime Company
(Limes, quicklime, etc.)
Durbin, Ohio—1846

Powell, Wm. Co.
(Valves)
H. E. Coombs, Pres-Gen Mgr.
Station B, Box 106
Cincinnati, O.—1846

Stearns & Foster Co.
(Mattresses)
W. A. Hoppie III, Treas.
Wyoming & Williams Sts.
Lockland, O.—1846

Stambaugh-Thompson Co.
(Hardware)
Youngstown, Ohio—1846

Urban Milling Co., Geo.
(Flour)
Buffalo, N. Y.—1846

J. M. Willson & Sons
(Furniture store)
Sharon, Pa.—1846

Homan & Co. Inc.
(Truck trailer equipment)
Joseph T. Homan, Jr., Pres.
920 State St.
Cincinnati, O.—1847

Chicago Tribune
(Daily newspaper)
Chicago, Ill.—1848

Corning Building Co.
(Building supplies)
Corning, N. Y.—1848

Beckett Paper Co.
(Paper products)
Guy H. Beckett, Pres.
Hamilton, O.—1848

Dyke & Spencerian College
(Educational)
Standard Bldg.
Cleveland, Ohio—1848

Hartzell's
(Clothing store)
Youngstown, Ohio—1848

Herald-Press
(Newspaper)
Huntington, Ind.—1848

International Harvester
(Farm equipment, etc.)
Chicago, Ill.—1848

Ohio Farmer
(Farm Publication)
1013 Rockwell Ave.
Cleveland, Ohio—1848

Van, John, The Range Co.
(Kitchen equipment)
Arthur W. Forbriger, V.P.
5th & Butler Sts.
Cincinnati, O.—1848

Geo. H. Olmstead & Co.
(Insurance)
Keith Bldg.
Cleveland, Ohio—1848

Pratt & Letchworth Co.
(Railway Equipment)
Buffalo, N. Y.—1848

Record-Argus
(Newspaper)
Greenville, Pa.—1848

A. Roberson & Son, Inc.
(Lumber and millwork)
Binghamton, N. Y.—1848

Binghamton Sun
(Newspaper)
Binghamton, N. Y.—1849

Brooks & Stafford Co.
(Insurance)
33 Public Square
Cleveland, Ohio—1849

Cincinnati Grain & Hay Co.
(Feed broker)
E. H. Heile, Pres.
#10 Walnut St.
Cincinnati, O.—1849

Hotel Gibson
Mark Schmidt, Mgr.
4th & Walnut Sts.
Cincinnati, O.—1849

Klaine, F. A. Co.
Franklin A. Klaine, Pres.
(Foundry)
Front & Central Sts.
Cincinnati, O.—1849

Jewett Refrigerator Co.
(Refrigerators)
Buffalo, N. Y.—1849

Morton Salt
(Salt products)
Chicago, Ill.—1849

Northern Ohio Plating Co.
(Plating)
2293 Woodland
Cleveland, Ohio—1849

Ohio Fuel Gas Company
(Utilities—gas)
Springfield, Ohio—1849

Society for Savings
(Banking)
Public Square
Cleveland, Ohio—1849

Strobridge Lithographing Co.
(Lithography & printing)
Wm. H. Merten, Pres.
4530 Montgomery Rd.
Cincinnati, O.—1849

Cleveland Cliffs Iron
(Iron ore mining & shipping)
Union Commerce Bldg.
Cleveland, Ohio—1850

Gibson Art Co.
(Greeting cards)
J. R. Gibson, Pres.
233 W. Fourth St.
Cincinnati O.—1850

International Harvester Co.
(Auto-trucks)
Springfield, Ohio—1850

Morris, E. K. & Co.
(Iron and steel products)
Walter W. Morris, Secy-Treas.
211 W. 2nd St.
Cincinnati, O.—1850

Morton-Hales Co.
(Interior furnishings & decorations)
J. R. Hales Jr., Pres.
125 W. 4th St.
Cincinnati, O.—1850

National Biscuit Co.
(Bakery)
Buffalo, N. Y.—1850

Pittston Gazette
(Newspaper)
Pittston, Pa.—1850

Pierson Lumber Co.
(Building materials)
J. H. Thornell, Pres.
3925 Cherry St.
Cincinnati, O.—1850

U. S. Hame Co. (Usecho Co.)
(Forgings & tools)
Buffalo, N. Y.—1850

A. Weston Lumber Co.
(Lumber yard)
Olean, N. Y.—1850

White, D. A. Co.
(Sugar)
Bernard Kemper, Mgr.
49 Central Ave.
Cincinnati, O.—1850

Corning Glass Works
(Glass products)
Corning, N. Y.—1851

Dohn, Fischer & Co.
(Lumber & millwork)
Buffalo, N. Y.—1851

Gerts, Lombard & Co.
(Brushes)
Chicago, Ill.—1851

W. H. Greenhow Company
(Publisher)
Hornell, N. Y.—1851

Grinnell Company
(Sprinkler systems)
Warren, Ohio—1851

Halls Drug Store
(Retail drugs)
Wellsville, N. Y.—1851

K. Kohnstamm Co. Inc.
(Laundry supplies)
Chicago, Ill.—1851

Kronenberg's Inc.
(Department store)
Hamburg, N. Y.—1851

McEwen Brothers
(Oil well supplies)
Wellsville, N. Y.—1851

Port Jervis Union Gazette
(Daily newspaper)
Port Jervis, N. Y.—1851

Trumbull Mfg. Co.
(Machine shop, steel fabricators,
mill & ind. supplies)
Warren, Ohio—1851

Beattie Mfg. Co.
(Rugs and carpets)
Little Falls, N. J.

Hartke Hardware Co.
(Hardware)
Walter Hartke, Pres.
2139 Central Ave.
Cincinnati, O.

Hohokus Bleachery
Hohokus, N. J.

John Bell
(General Store)
Bullville, N. Y.

Herbert Roberson
Old Homestead Hotel
Bullville, N. Y.

Frank A. Hall
(Bed manufacturer)
Southfields, N. Y.

Standard Bleachery & Printing Co.
Carlton Hill, N. J.

SERVING A GREAT CITY

*... from its earliest days the Erie
has had a top role in the life of New York.*

By FRED B. STAUFFER

Staff writer for the New York Herald Tribune

An English doctor of the 17th century, often quoted on the subject of strawberries, said: "Doubtless God could have made a better berry, but doubtless God never did."

New Yorkers of the 1840s appeared to agree with this sentiment. Catering to the city demand for the berries gave the Erie, even before its growth through to the Great Lakes, one of its first items of the now major traffic in perishable fruits and vegetables. In 1846 the road put on in season a fruit train from Suffern, N. Y., to the terminus at Piermont which carried 400,000 baskets of strawberries that year. The next season the train was nine eight-wheeled cars and bore as much as 80,000 baskets of berries on a single trip. Two cars were needed for the growers who accompanied their produce to market from the Bergen County, N. J., and Rockland County, N. Y., farms.

Even more important than berries and small fruits in the first years of Erie was the development of the milk traffic starting on the railroad in the spring of 1842 with a shipment of 240 quarts. Before the coming of the railroads, cattle farmers in Orange County, N. Y. and northern New Jersey turned their milk into butter and toted it to market in wagons each fall on a single day.

The city's demand for milk had been met by the product of swill-fed herds within the city at six cents a quart. Milk brought in by railroad

sold for four cents a quart, a benefit to the consumer in price and quality. At the same time the farmer

News Via the Erie

In the early days presidents' and governors' messages were highly important news. The newspapers of the country used all sorts of stratagems to deliver these news stories first. The New York and Erie Railroad back in 1842 helped the New York *Sun* to score a beat on New York Governor Seward's message. The New York *Herald* used the standard channels to get the message from Albany to New York. It went by courier down the east bank of the Hudson River. The resourceful *Sun* took it to Goshen by courier. From Goshen it sped on the Erie to Piermont where it went on an Erie steam boat for the trip to the big city. The *Sun* editor had a typesetter on the boat who set the story before the boat docked in Manhattan. The *Sun* was on the streets with the governor's message an hour before the *Herald*.

benefitted, getting two cents a quart. In 1844 even this low price gave the farmers \$120,000, against the \$75,000 they would have received if an equal amount of milk had been turned into butter.

\$16,000 First Year

The milk traffic gave the railroad \$16,000 revenues in the first year. By 1845 the trade was supplying nearly two-fifths of total freight receipts as the cooled cans rolled by rail to Piermont and by water to New York, a trip of four and one-half hours, or sixty miles, from cow to consumer. City acceptance of rail-shipped milk led also to the growth of the railroad as fingers of the line reached out to tap additional producing areas.

Another element in development of business on the early railroad, whose effect persists to the present day, was the activity of "freighters," middlemen doing business between the farmers and the railroad. The freighters, really the beginning of the commission business, undertook to bring to market by rail for a fee anything the farms produced, from small crops to livestock. Where much of this business once had reached the city by water transport from Newburgh, the coming of the railroad to the farm areas provided faster and improved service, even handling cattle, grain, and other produce from points well beyond the early railhead.

The published list of tariffs was minuscule compared with today, but an 1845 list provides some interesting items. For example a farmer or dealer at Goshen could ship small calves to New York at 27 cents a head in lots of 20 or more, and the Goshen storekeeper would pay 45 cents a barrel freight on oysters moved up from the city. The railroad catered to the farmers by offering reduced or free travel

Taken apparently before the turn of the century, this magnificent picture shows Erie's Weehackon Hudson River facilities and a grand view of New

York harbor. You're looking at the Manhattan Skyline. Considerably different today, isn't it? Just look at those mast rigged boats!





The Erie Railroad is a major factor in lighterage operations around New York harbor, the biggest in the world. Twenty-four hours a day tugs maneuver

lighters and floats back and forth and up and down the teeming harbor in the shadow of the most impressive skyline on earth.

for them, according to the size of their shipments.

Difficulties, Too

Of course the early traffic was not without difficulties. Loss and damage varied from the souring of milk en route to wrecks which sometimes destroyed both cars and contents. According to one historian, a car of livestock actually disappeared from the middle of a moving train, ending up in a field at trackside, with the doors sprung wide and the cattle gone. Well, that's what the book says, along with an explanation of how it could happen that was made the basis of a radio thriller not long ago.

With this century-long background and with the inescapable facts of geography still requiring a considerable amount of water transport, it is not surprising that Erie has grown to be the Route of the Perishables and to have one of the most complete and efficient marine operations at New York Harbor.

The marine activities of Erie at New York are devoted to handling both the huge trade in foodstuffs to feed the metropolis and Erie's big freight load of domestic and export and import goods. About a dozen tugs, some of latest diesel-powered design and radio-equipped and directed, more than a score of car floats, and almost 200 covered and open barges comprise the fleet in addition to ferry boats. On the New Jersey side of the Hudson River, opposite Manhattan, Erie maintains its own drydock and servicing facilities for this armada of commerce.

But right from the start Erie's railroad activities had been linked to the water and were dependent on them. With the nearest approach of the rails to New York located at Piermont, 26 miles up the river, getting either freight or passengers to and from the city required a trip of an hour and 20 minutes by steamer. One hundred and 10 years ago, 1841, Erie

was credited with performing the first lighterage service in New York Harbor, using a sailing vessel.

Pier For Freight

Even when Erie reached Jersey City, opposite New York, freight continued to move through Piermont for many years, although the mile-long pier up the river now has been long abandoned for railroad purposes.

From its beginnings in the milk and foods traffic from nearby New York and New Jersey producing areas, Erie's traffic in perishables has literally spanned the continent. Long diesel-powered refrigerator trains like No. 98 roll nightly from western connections to tidewater. The Port of New York Authority places all railroad receipts of perishable foods at New York in 1950 at 221,836 carloads. The largest single item was 85,241 cars of fresh fruits and vegetables. In this latter traffic Erie is most important, handling up to 36,000 cars a year at the Duane Street piers. The total includes above 90 per cent of all the transcontinental auction fruit and

vegetables coming in to feed New York's millions. Duane Street also handles yearly as much as 2,000 cars of cheese, butter, eggs, and dressed poultry. Sales at the auction sometimes reach \$500,000 a day, indicating both value and volume of the Erie food traffic. (Milk still moves in important volume on passenger trains.)

Spelled out in terms of a daily job, this is a huge operation. More than 350 cars, floated across from Jersey City after re-icing and classification at Croton, are handled in a single night. Sixteen car floats of 10 cars each can be placed at the piers for unloading at once. The four to six tugs used in the work shuttle constantly across the river. Including both labor and supervision, the toll of more than 600 workers is required on a peak day at the piers to handle this business before it is dispersed to store and home by a thousand trucks. Tomorrow night, and the next and the next, the same. Erie Railroad long has been and still remains the Route of the Perishables.



A picture like this would be impossible today. It shows Erie's passenger and ferry station at the foot of Chambers Street in New York on the Hudson River. The area today teems with activity and darting vehicles. Pedestrians take their lives in their hands each time that they venture into the street.



STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY

THOMAS E. DEWEY
GOVERNOR

April 7, 1951

Mr. Paul W. Johnston, President
The Erie Railroad
Midland Building
Cleveland, Ohio

Dear Mr. Johnston:

On behalf of the people of New York I take great pleasure in congratulating the Erie Railroad and its officers and employees upon the celebration on May 14th of the 100th anniversary of the opening of the original line. The inaugural trip 100 years ago was more than the inauguration of a great railroad system. That journey, with President Millard Fillmore, ex-Governor Marcy, Senator Hamilton Fish and the great Daniel Webster as passengers, was also the beginning of a new period of prosperity for the Empire State. It is no exaggeration to say that the Erie Railroad has had a great part in the building of the State of New York.

The Erie has many records of which its personnel are justly proud. It was the first long-distance railroad. It was the first railroad to serve as a common carrier between the industrial East and the rapidly expanding Middle West. It was the first rail connection between the Great Lakes and the sea. It was the first railroad to send train instructions by telegraph, the first to raise the standards of safety for passengers by establishing a signal from conductor to engineer. It was the first railroad to bring milk into Metropolitan New York.

All these are reasons for great pride but the greatest of all is the system's contribution to the growth, progress and prosperity of the people it serves. So again I congratulate the 22,000 men and women of the modern Erie who now operate 2,245 miles of railroad in six states. May their work long continue to grow and prosper.

Sincerely yours,

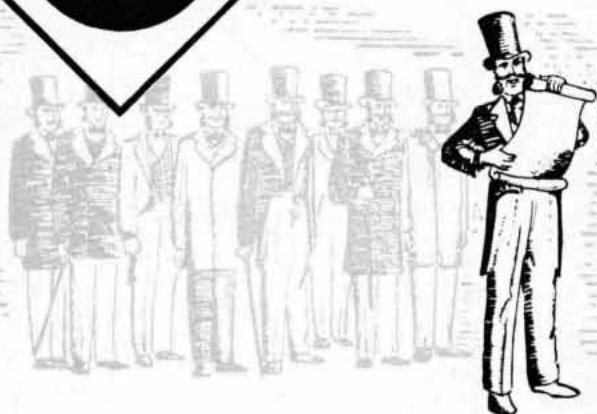
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"THE WORK OF THE AGE" in 1851

... Resolved: that we hail the
Completion of this gigantic
and stupendous work
as emphatically
THE WORK OF THE AGE . . .

— The Board of New York City
Aldermen, to the directors of
the New York & Erie Rail Road
Company, June 13, 1851.

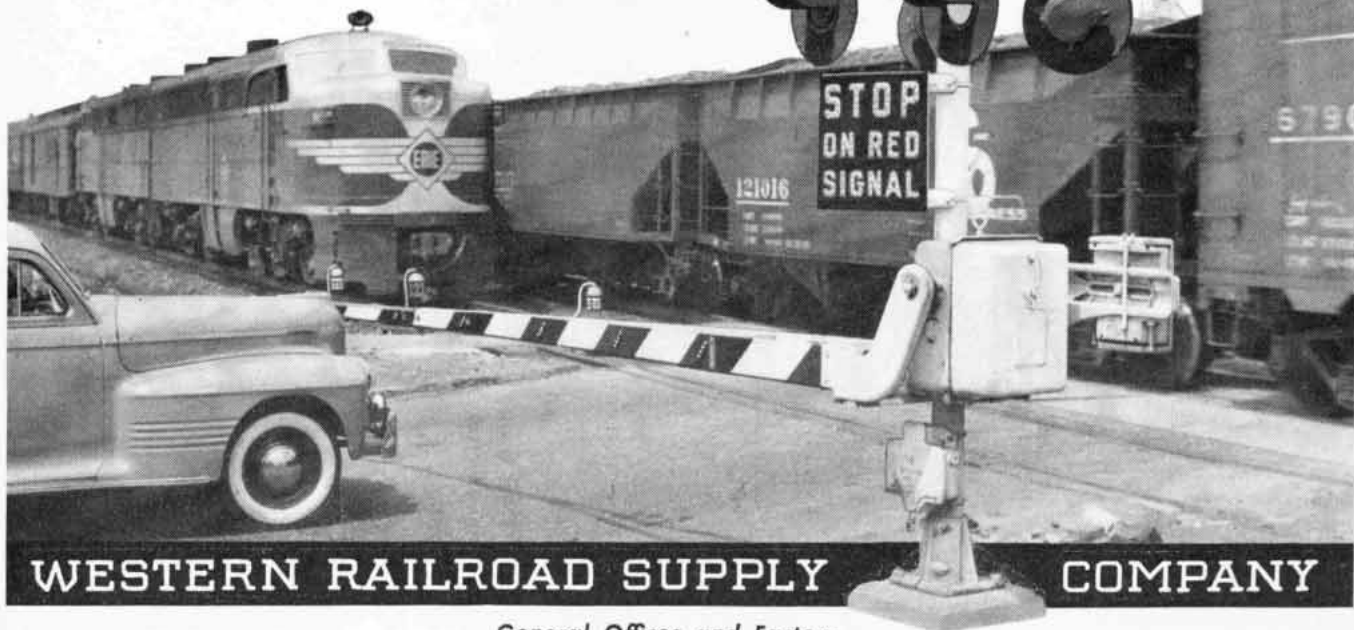


But they should see you now!

We wish old Dan'l Webster, President Fillmore,
and the rest who made that famous trip over
the main stem of the Erie in 1851, could behold
the progress you have made.

We, of the Western Railroad Supply Company,
congratulate you on your first century of serv-
ice to the nation, and wish particularly to com-
mend your efforts in behalf of safety.

We're proud, indeed, that WRRS Model 10
flashing light-automatic gate type signals are
the protection you depend on to make so many
of your railroad-highway grade crossings safe — 24
hours a day.



WESTERN RAILROAD SUPPLY COMPANY

In New York
WRRS
30 Church Street
May, 1951

General Offices and Factory
2428 SO. ASHLAND AVE.
CHICAGO 8, ILL.

In Cleveland
STANLEY H. SMITH CO.
1020 Midland Bldg.

Stopped By Moon

The moon once stopped an Erie train. One day Engineer Josh Martin was booming along the winding Delaware Division, the mellow moon shining brightly over his shoulder. Suddenly going around a sharp curve he headed directly into a bright light. Startled, Engineer Martin could just see himself crashing head on into an oncoming train. He slammed on the brakes, and his train screamed and screeched to a sudden stop. Then he flushed. The curve he had turned was so sharp he found himself headed right into the moon, not another locomotive.

So many people wanted to make the inaugural run May 14 and 15, 1851, on the New York and Erie that the management sent letters to all stockholders, apologizing for not having enough room for them and promising them a free ticket for a round trip in the near future.

The New York and Erie Railroad's first three locomotives cost \$8,000 each. Today the Erie pays about \$630,000 for a four-unit freight diesel locomotive.

ERIE PRESIDENTS

ELEAZAR LORD	September, 1833	October, 1835
JAMES G. KING	October, 1835	October, 1839
ELEAZAR LORD	October, 1839	May, 1841
JAMES BOWEN	May, 1841	December, 1842
WILLIAM MAXWELL	December, 1842	October, 1843
HORATIO ALLEN	October, 1843	October, 1844
ELEAZAR LORD	October, 1844	July, 1845
JAMES HOOPER	July, 1845	August, 1845
BENJAMIN LODER	August, 1845	October, 1853
HOMER RAMSDELL	October, 1853	October, 1857
CHARLES MORAN	October, 1857	August, 1859
SAMUEL MARSH	October, 1859	April, 1861
NATHANIEL MARSH	April, 1861	July, 1864
SAMUEL MARSH	July, 1864	October, 1864
ROBERT H. BERDELL	October, 1864	October, 1867
JOHN S. ELDRIDGE	October, 1867	July, 1868
JAY GOULD	July, 1868	March, 1872
JOHN A. DIX	March, 1872	July, 1872
PETER H. WATSON	July, 1872	July, 1874
HUGH J. JEWETT	July, 1874	October, 1884
JOHN KING	October, 1884	November, 1894
EBEN B. THOMAS	November, 1894	May, 1901
FREDERICK D. UNDERWOOD	May, 1901	January, 1927
JOHN J. BERNET	January, 1927	May, 1929
CHARLES E. DENNEY	May, 1929	October, 1939
ROBERT E. WOODRUFF	*October, 1941	October, 1949
PAUL W. JOHNSTON	October, 1949	

* Appointed Trustee and Chief Executive Officer October, 1939.

CONGRATULATIONS



BUCKEYE CAST STEEL PRODUCTS

Truck Side Frames
Truck Bolsters
Couplers

Yokes and Draft Attachments
Freight Car Castings
Six- and Eight-Wheel Trucks

THE BUCKEYE STEEL CASTINGS COMPANY
COLUMBUS, OHIO

Good going, Erie!

Good going . . . to a good railroad and to all the good people who run it! Pullman-Standard is *proud* to salute the Erie Railroad on its 100th Anniversary.

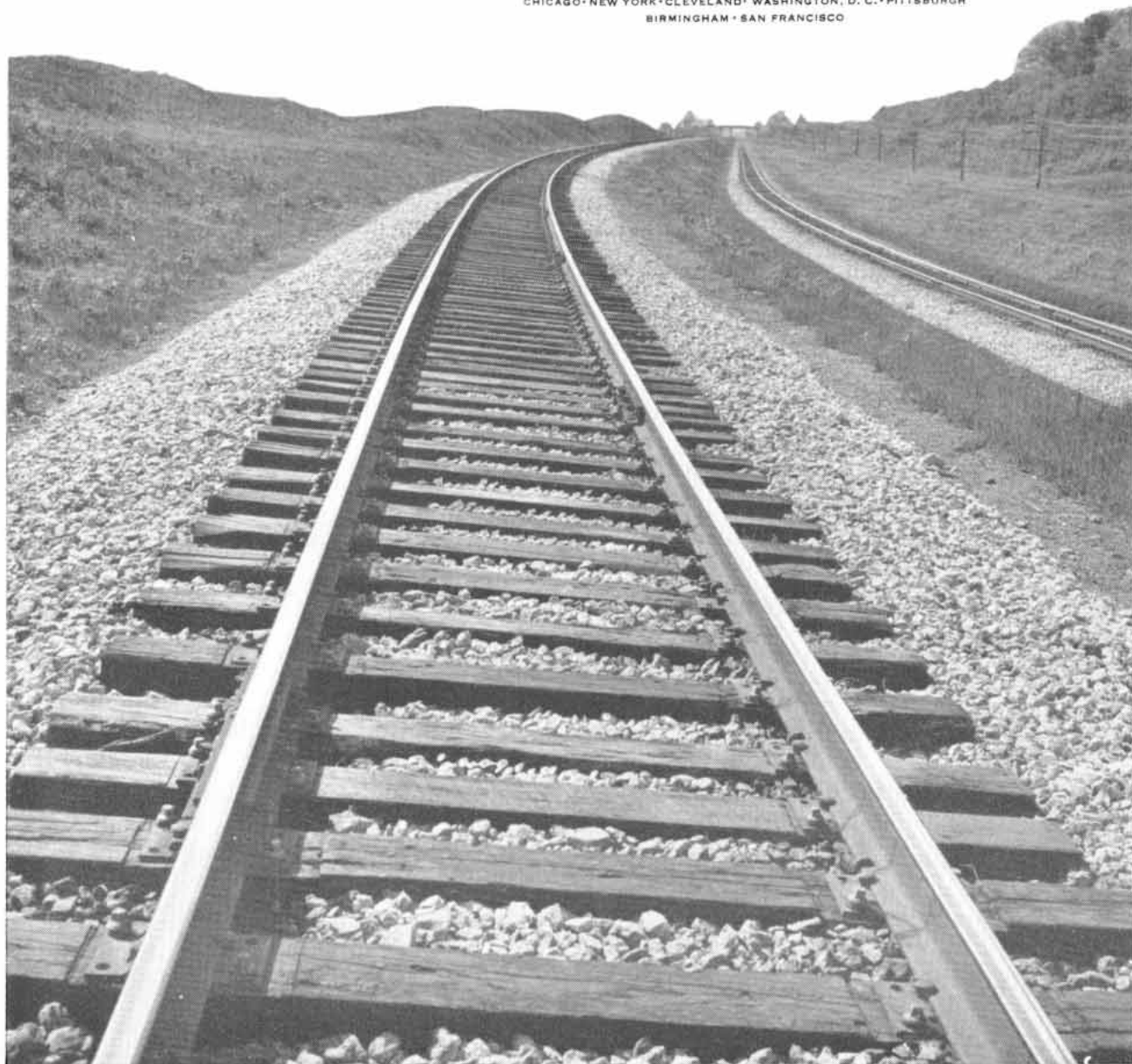
We're proud of the fact that our shops were commissioned to build many of the Erie's smart passenger cars and sturdy freight cars. And we appreciate the Erie's *friendliness*, not merely as a customer but as a *co-operator*, in perfecting the Pullman-Standard track-maintenance equipment that helps to keep the Erie's traffic moving smoothly on track "at its level best."

So . . . thanks from all of us . . . and best wishes for good going on your second century run!

Pullman-Standard

CAR MANUFACTURING COMPANY

CHICAGO • NEW YORK • CLEVELAND • WASHINGTON, D. C. • PITTSBURGH
BIRMINGHAM • SAN FRANCISCO



Typically Erie! Main-line track at its level best, near Lima, Ohio.

We'd like
to wear this pin!



Yes, we at 1st National Bank and Trust Company of Paterson wish the bank building had a built-in lapel so that we could wear the Erie Centennial Pin. You see, the bank has "worked" for Erie for over 75 years—that's how long the road has kept its account with us.

We congratulate the Erie Railroad on a century of service and salute the men and women who made it possible.



SEVEN CONVENIENT OFFICES IN PATERSON AND CLIFTON

PATERSON: Ellison at Washington • Market at Colt • Broadway at Madison
431 Union Avenue • Straight at Park

CLIFTON: Main at Clifton • Parker at Center

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

PEERLESS EQUIPMENT COMPANY

Peerless Type H-1-B2 Draft Gears

332 South Michigan Avenue
Chicago 4, Illinois

EARLY ERIE FOE

When the plans for the New York and Erie Railroad were announced back in the 1830s, and the pier at Piermont was mentioned, the ambitious enterprise immediately gained one determined foe. This objector owned property, including his home, on the east bank of the Hudson immediately opposite the pier. He contended the pier would divert the current of the Hudson to the east bank and would wash away his property. The imaginative man's name Washington Irving!

Butcher Boy

The first newspapers sold on a train were sold on the Erie. An enterprising young man named Billy Skelly was the originator of the popular practice. He was the first "news butcher." A century ago he started selling on the New York and Erie. He was able to get a monopoly on Erie trains between New York City and Port Jervis. His activities led to the establishment of the Union News Co. which handles much of the railroad news and candy concessions today.

More Men Wear
Work Clothes Bearing
a **Lee** Label
Than any other
Brand



SANFORIZED

Genuine Jelt Denim
Lee Tailored Sizes

Guaranteed Satisfaction
or Your Money Back

H. D. LEE COMPANY

Kansas City, Mo. • Trenton, N. J.
Minneapolis, Minn.
San Francisco, Calif.
South Bend, Ind.



WORLD'S LARGEST MANUFACTURER OF UNION-MADE WORK CLOTHES



"That's right.... *church closed*"

"No, this didn't happen in a communist country.

"Happened right here in town. We'd just gotten home from a motor trip and, of course, hadn't heard what happened.

"Been going to that church about fifteen years, so what a shock it was when Officer Povey stopped us at the door. *'That's right,'* he told us, *'I said church closed!'*

"Then he explained. There'd been a fire in the church the day before and he was shoos folks over to the Guild Hall for services. Mary and I looked at each other . . . then grinned. We'd *both* had the same crazy idea that the State had taken over the churches.

"That night Bill and Edna Johnson dropped in for TV. We told them what happened at the church. And about the crazy idea we had. But Bill asked, *was* it so crazy? Then he pointed out that it *had* happened in other countries. So we all got talking real serious.

"All week I've had it on my mind . . . *suppose we had no Freedom here?* Suppose the State took over religion, the press and professions like music, medicine and art? Suppose they took over industry and made me work where I didn't want to? Suppose the State took over our house? And suppose, on election day, we had our choice of *one* candidate?

"Maybe I don't run my life perfectly but I sure wouldn't want the State to run it for me! Y'know, every Thanksgiving we give thanks for the good things we have . . . all of which add up to Freedom. *So why shouldn't we all be just as thankful the other 364 days, too?*"

REPUBLIC STEEL

Republic Building, Cleveland 1, Ohio



Republic BECAME strong in a strong and free America. Republic can REMAIN strong only in an America that remains strong and free . . . An America whose vast Railroad Industry is unsurpassed. *And through Railroad, Republic serves America.* Republic steel goes into track bolts and spikes . . . and into powerful locomotives that thunder over the tracks. Republic's famed Enduro Stainless Steel is found, inside and out, on gleaming streamliners that crisscross the nation. And in roundhouses and repair shops, tools and machines made of Republic steel help keep America's rolling stock rolling, come peace or war.

For a full color reprint of this advertisement,
write Republic Steel, Cleveland 1, Ohio





ALCO-GE DIESEL LOCOMOTIVE ENGINE

One of a number of four-cycle locomotive engines described in detail in the new I. C. S. Diesel Locomotive Course. Course also includes complete information on electrical equipment, auxiliaries, operation, steam generators and brake equipment. Latest and best of the famous I. C. S. railroad courses. Send for full details *today!*

INTERNATIONAL CORRESPONDENCE SCHOOLS	
Box 5414-Z, Scranton 9, Penna.	
Explain fully about your course marked X:	
<input type="checkbox"/> Diesel Locomotive	<input type="checkbox"/> Railroad Administration
<input type="checkbox"/> Accounting	<input type="checkbox"/> R. R. Car Repairer
<input type="checkbox"/> Air Cond't'g of R. R. Cars	<input type="checkbox"/> R. R. Engineering
<input type="checkbox"/> Boilermaking	<input type="checkbox"/> R. R. Signal Men's
<input type="checkbox"/> Bridge Engineering	<input type="checkbox"/> R. R. Rate Clerk
<input type="checkbox"/> Bridge & Building Foreman	<input type="checkbox"/> Ry. Teleg. & Teleph'y
<input type="checkbox"/> Commercial	<input type="checkbox"/> Roadmaster
<input type="checkbox"/> Drafting	<input type="checkbox"/> Section Foreman
<input type="checkbox"/> Locomotive Engineer	<input type="checkbox"/> Steam-Diesel Loco. Eng.
<input type="checkbox"/> Machinist and Toolmaker	<input type="checkbox"/> Traffic Management
<input type="checkbox"/> Radio	<input type="checkbox"/> Welding—Gas & Electric
<input type="checkbox"/> R. R. Apprentice Training	
Name _____	Age _____
Home Address _____	
Occupation _____	

Erie employees will receive a Special Discount

DUNKIRK, N. Y. TODAY



Above is a picture of modern downtown Dunkirk, N. Y., the original western terminus of the Erie, a thriving city of 18,000 today, 25,000 with its neighbor, Fredonia.

THE PYLE-NATIONAL COMPANY

HEADLIGHTS • GYRALITES • LOCOMOTIVE ELECTRICAL FITTINGS

TURBO-GENERATORS • PLUGS AND RECEPTACLES

TRAIN CONTROL TURBO-GENERATORS

FLOODLIGHTS FOR ALL PURPOSES

PYLET CONDUIT FITTINGS

TRAIN LIGHTING SYSTEMS

MULTI-VENT SYSTEM OF DRAFTLESS AIR DIFFUSION

1334 North Kostner Avenue

Chicago 51, Illinois

EXCLUSIVE

FLUID DRIVE

reduces
clutch wear

AUTOMOTIVE TYPE SAFETY BRAKES

smooth brake action

ROLLER CARRIER UPRIGHTS

low friction — long life

HYPOID GEARING

30% greater strength

CHRYSLER ENGINE

65HP industrial engine
with floating power

SHOCKLESS STEERING

passenger car
steering ease

Only **YALE**
combines all these
modern engineering
achievements in one
superior gas truck!



**NOW READY FOR YOU...developed to peak efficiency
after 2 years of intensive on-the-job testing**

JUST LOOK at the engineering and technical improvements built into this new YALE Fork Lift Gas Truck!

Here are exclusive features that will bring more time-saving, man-saving, money-saving advantages to your materials handling than was ever before possible!

In every vital part of this truck you get the finest new developments in automotive engineering—every part built for years of hard service—every part tested and re-tested under rugged on-the-job conditions.

That's why today you get smooth, powerful gas truck operation day-in day-out. On steep ramps, rough roadways, in any weather—this YALE Gas Truck *delivers*, moves, lifts and stacks the goods. Let us show you exactly *how* YALE can accomplish all of this in your plant.

Capacities up to 10,000 pounds

THE **YALE & TOWNE** MANUFACTURING COMPANY

In Canada write The Yale & Towne Manufacturing Company, St. Catharines, Ontario.

YALE is the registered trademark of The Yale & Towne Manufacturing Co.

Congratulations

ERIE

on your

100th Birthday!

YALE

MATERIALS HANDLING EQUIPMENT

100th ANNIVERSARY

1851

1951

ERIE RAILROAD CONGRATULATIONS

upon a century of service to the
public and your great contribution
toward industrial development.

We have served Erie Railroad for
1/3 of a century with
HARD SLAG BALLAST
and CONCRETE AGGREGATE
During this 1/3 century we have pro-
duced \$2,000,000 of freight revenue
for
ERIE RAILROAD

"Clean ballast that drains well keeps the bumps
out of the ride."
Erie RR Ad. Feb. 1951

THE BUFFALO SLAG CO., INC.

866 Ellicott Square Bldg.

Buffalo, N. Y.

Franklinville Sand & Gravel—highest quality obtainable for
concrete in Western New York and Northern Pennsylvania.



Above is a picture of Horatio Allen, Erie's sixth president and one of its early chief engineers. He also was the first man to drive a locomotive in America. This was in August 1829 on the banks of the Lackawaxen River on a railroad connecting the Delaware and Hudson Canal Company canal and the company's coal mines. The trip was made on wooden rails over a 30-foot high bridge. No one believed the locomotive would work, and Allen himself said he would make the trip all by himself so that nobody else's life would be endangered. The trip was a big success.

LADY IN DISTRESS

Back in the spring of 1854 there was one young lady around Owego, N. Y., who had to make a choice between a possible train wreck and conduct unbecoming a lady. By making the right choice she saved a New York and Erie train from a possible wreck and received a pass, a dress and a fine letter from the president of the New York and Erie as a reward. She brought the train to a halt by waving her red flannel drawers in the face of the engineer!

Ground was broken at Piermont and Dunkirk for the New York and Erie Railroad in April 1838.

In NEW YORK stay
with your friends at
RAILROAD MEN'S HEADQUARTERS



HOTEL
TIMES SQUARE
43RD ST. WEST OF BROADWAY, N. Y.

\$2.50
from Single

Rest
Assured

1000 rooms with radio and Muzak

Erie Railroad Magazine

ERIE service hits new high at 100-year mark with help of TIMKEN® bearings



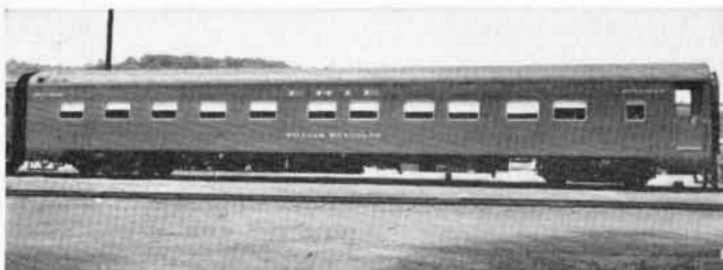
1. THE YEARS leading up to the Erie Railroad's 100th Anniversary, now being celebrated, have been marked by continuous progress—resulting in constantly better service for Erie shippers and passengers.



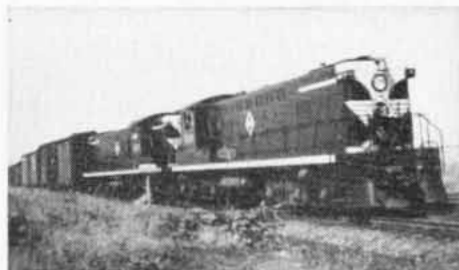
2. IMPORTANT STEP in Erie progress has been the use of Timken® tapered roller bearings on many types of Erie equipment. The Erie's new Alco passenger diesels on the Cleveland-Pittsburgh run are Timken bearing equipped.



3. ERIE DINERS, too, roll on Timken tapered roller bearings. Passengers like the smooth, jolt-free rides that Timken roller bearings make possible; Erie operating people like the low maintenance costs.



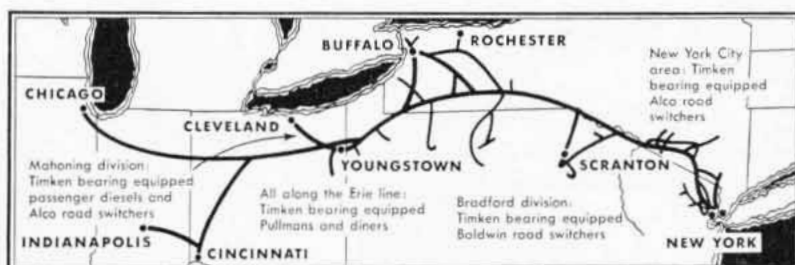
4. DELUXE IN EVERY WAY, the Erie Railroad's luxurious new "President" series of pullmans is Timken bearing equipped, insuring maximum riding comfort.



5. SPEEDING FREIGHT on the Bradford Division, Erie's Baldwin road switchers roll on Timken bearings.



6. THE ERIE'S Alco road switchers are also on Timken bearings, eliminating the possibility of delays due to bearing trouble.



7. THE ERIE SERVES the six great states of New York, New Jersey, Pennsylvania, Ohio, Indiana and Illinois—the Heart of Industrial America. Throughout the Erie system (see map above), Timken tapered roller bearings are helping the Erie set ever-higher standards in transportation service.

More steam locomotives, passenger cars, and freight cars roll on Timken bearings than on any other make of anti-friction bearings. Let us help you with your bearing applications. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

TIMKEN

TRADE-MARK REG. U. S. PAT. OFF.

TAPERED ROLLER BEARINGS



NOT JUST A BALL NOT JUST A ROLLER THE TIMKEN TAPERED ROLLER BEARING TAKES RADIAL AND THRUST LOADS OR ANY COMBINATION



Ship and Travel via **ERIE**

Complete banking services
offered by
**THE NATIONAL BANK
AND TRUST COMPANY
OF PORT JERVIS**
Port Jervis, New York

Serving Tri-States
since 1853

Member
Federal Deposit Insurance Corporation

1911 CAR RECORD PERSONNEL



These distinguished people were members of Erie's Car Record Office in New York in 1911. From the left, Lillian Reif (Later Mrs. L. V. R. Clum), L. V. R. Clum, James B. Curran, Franklin Bowen, Edward J. Cotter, William W. Mabie, Everett Miller, Anthony J. Huebner, Lorretta O'Donnell, Avery L. Swarts and Charles F. Whadcook.

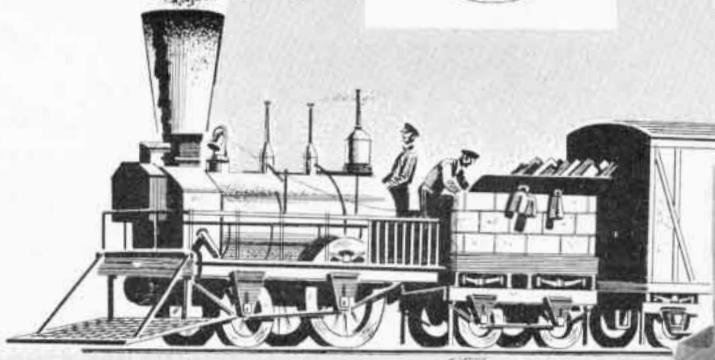
You're Next!

More a club than a place of business, the old village barber shop had its loyal "members." And most of them were loyal to Dutch Masters Cigars, too! Their fragrance and satisfying taste made waiting one's turn a pleasure. But perhaps you've never enjoyed the solid contentment that's found in a Dutch Masters Cigar. Step up — you're next!

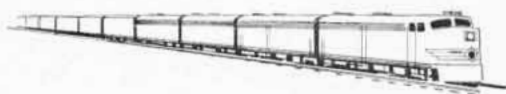


Dutch Masters Cigars





take a tip from 2 old Timers



When a railroad such as the Erie has been a going concern for 100 years—some not such easy years at that—it's a safe bet that a good many operating problems have had to be met and solved.

In lots of cases these solutions depend on close cooperation of suppliers . . . and National Bearing Division is proud to say that we've been working together with the Erie for almost a half-century.

National Bearing Division has had problems, too, in 75 years of producing Journal Bearings . . . problems that have been successfully solved to set the pace for higher speeds, heavier loads and greater car mileage per day in freight service.

**Journal Bearings
Engine Brasses**

**Motor Support Bearings
Centrifugally Cast Rod Bushings**



AMERICAN

Brake Shoe

COMPANY

NATIONAL BEARING DIVISION

4930 Manchester Avenue • St. Louis 10, Mo.

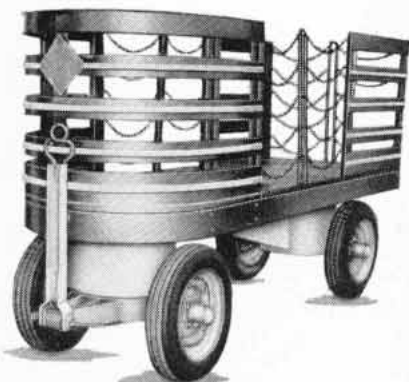
PLANTS IN: ST. LOUIS, MO. • MEADVILLE, PA. • NILES, OHIO • PORTSMOUTH, VA. • ST. PAUL, MINN. • CHICAGO, ILL.

May, 1951

Congratulations  on 100 Years

PROGRESS

TO KEEP PACE WITH RAILROAD MODERNIZATION
— IN COLORS TO MATCH STREAMLINERS



← TRACTOR DRAWN EXPRESS TRUCK



← TRACTOR DRAWN
BAGGAGE & MAIL CART



HAND DRAWN
BAGGAGE & MAIL CART →

Write for
Bulletin 109

The FRENCH & HECHT DIVISION
KELSEY-HAYES WHEEL COMPANY
DAVENPORT, IOWA

Congratulations

MEN OF THE ERIE

Congratulations to the men and management of the Erie Railroad on completion of a century of service to the area from the "Great Lakes to the Sea."

A hundred years is a long time,—especially to "Newcomers" like ourselves who have been around but forty years. We are inspired by the indomitable courage, the foresight, and aggressive perseverance which have made the Erie a vital force in the section of the nation it serves and a recognized leader in transportation progress. We are proud to have had the opportunity to serve, in a small way, this important part of the railroad industry.

May your second century bring even greater achievements and greater successes.



Reliance Division

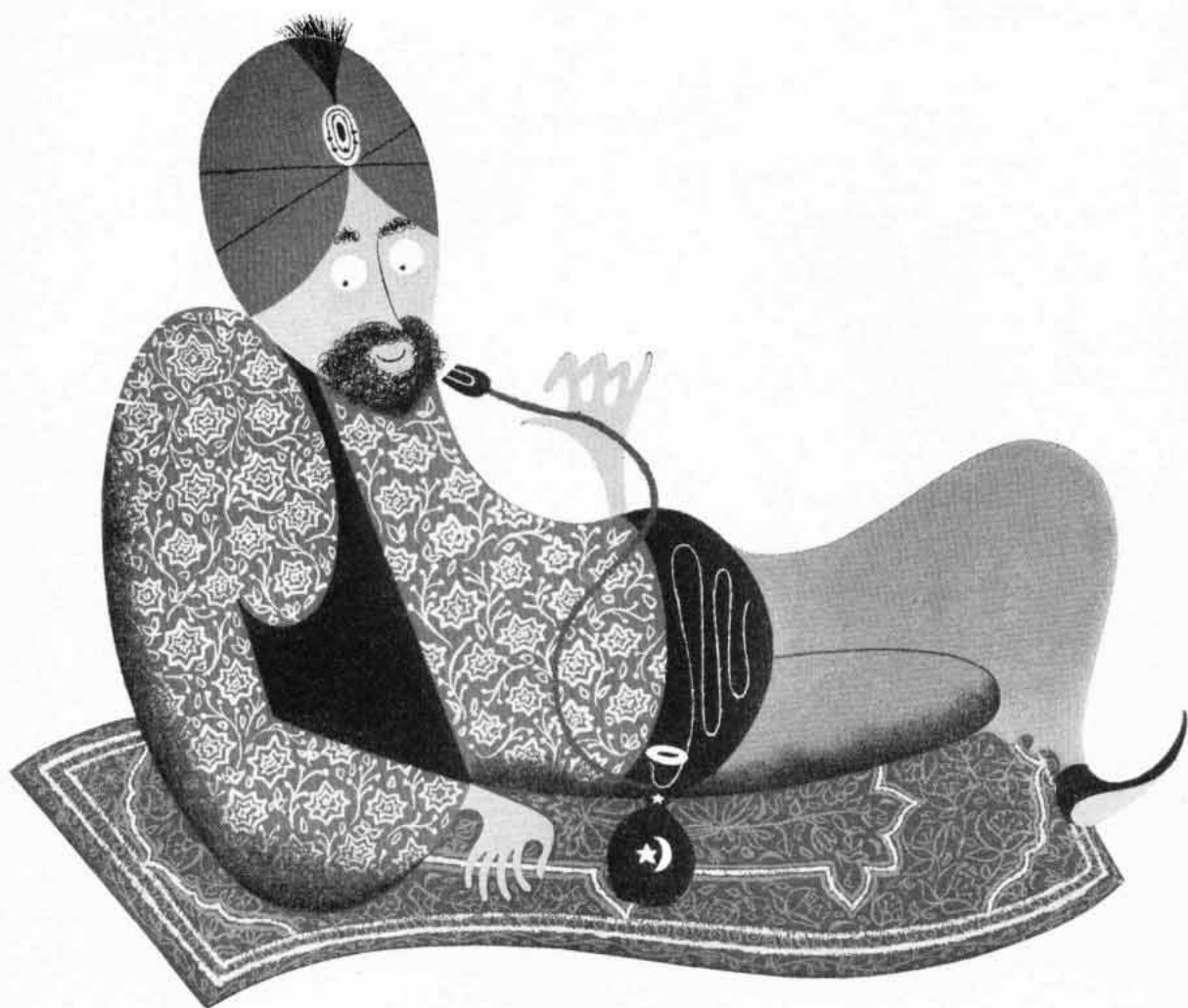
EATON MANUFACTURING COMPANY

Plants and Offices: MASSILLON, OHIO

Sales Offices: New York, Cleveland, Detroit,
Chicago, St. Louis, San Francisco, Montreal



The Edgemark Of Quality



100 years of easy riding on the **ERIE**

Crucible — youngster of 51 years, salutes the Erie Railroad on its Centennial Year — and wishes its good friend another hundred years of continued success. CRUCIBLE STEEL COMPANY OF AMERICA, General Sales and Operating Offices, Oliver Building, Pittsburgh 30, Pennsylvania.

CRUCIBLE

first name in special purpose steels

51 years of *Fine* steelmaking

Speulding Works, Harrison, New Jersey • Midland Works, Midland, Pa. • Park Works, Pittsburgh, Pa. • Spring Works, Pittsburgh, Pa.
National Drawn Works, East Liverpool, Ohio • Sanderson-Halcomb Works, Syracuse, N. Y. • Trent Tube Company, East Troy, Wisconsin

Legend

===== New York and Erie Railroad, from Piermont to Dunkirk, N. Y., chartered April 24, 1832, in New York state and opened May 14, 1851.

~~~~~ Paterson and Hudson River Railroad, from Paterson, N. J., to a point near Jersey City; Paterson and Ramapo Railroad, from Paterson, N.J., to New York-New Jersey state line near Suffern, N.Y.; Union Railroad, connecting Paterson and Ramapo at New York-New Jersey state line with New York and Erie near Suffern Depot, all leased Sept. 10, 1852.

■■■■■■■■ Nypano Railroad, (formerly New York, Pennsylvania and Ohio Railroad and before that the Atlantic & Great Western Railroad), from Salamanca, N. Y., to Marion and Dayton, Ohio, leased to Erie March 17, 1896, conveyed to Erie Dec 22, 1941.

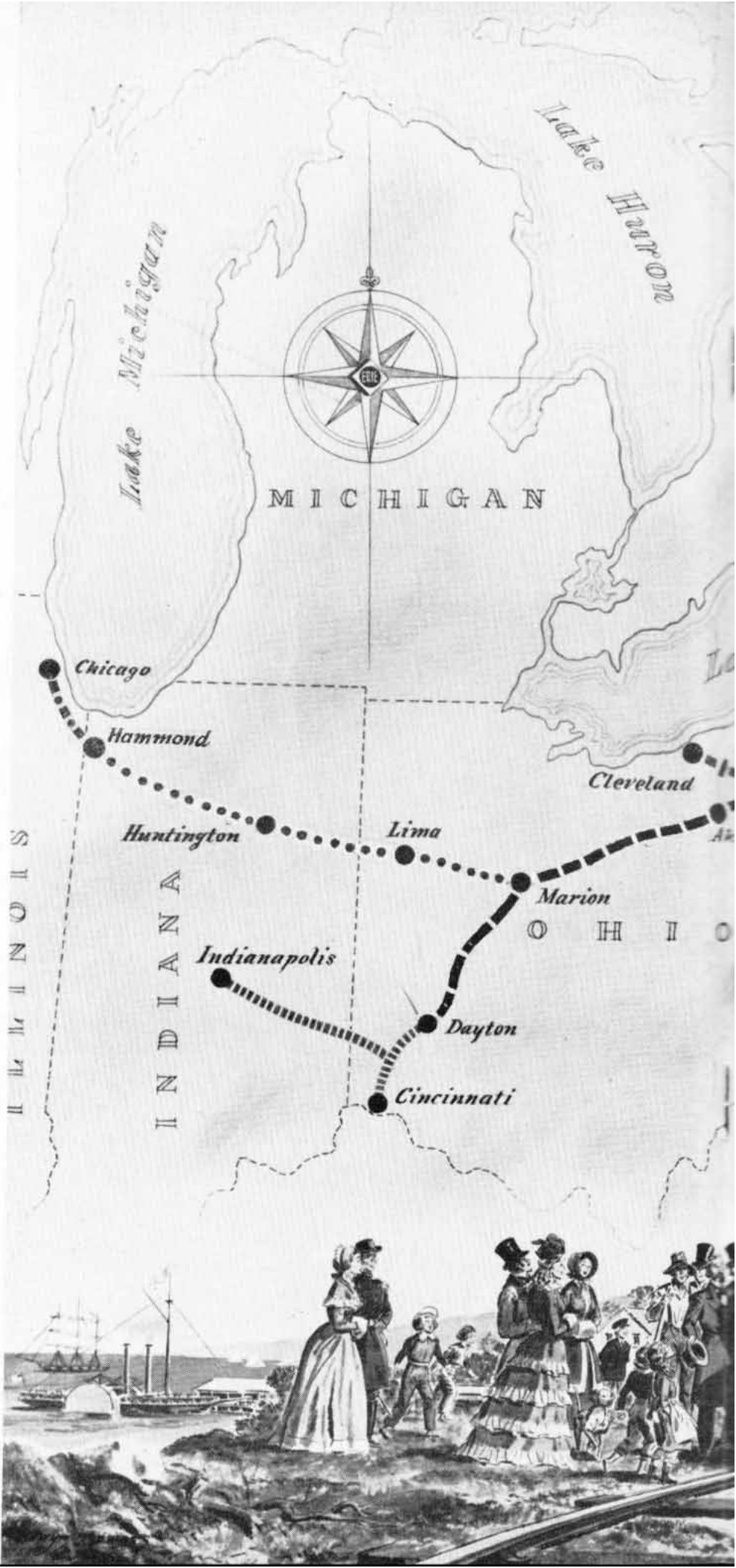
●●●●●● Chicago and Erie Railroad (formerly Chicago and Atlantic Railroad), from Marion, Ohio, to Hammond, Ind., and Illinois-Indiana state line, taken over by Erie Railroad through stock ownership on Sept. 1, 1890 and conveyed to Erie Dec. 22, 1941.

■|■|■| Cleveland and Mahoning Valley Railroad, from Youngstown to Cleveland with branch to Lisbon, Ohio, leased as part of Nypano and conveyed to Erie Dec. 22, 1941.

— Branch lines.

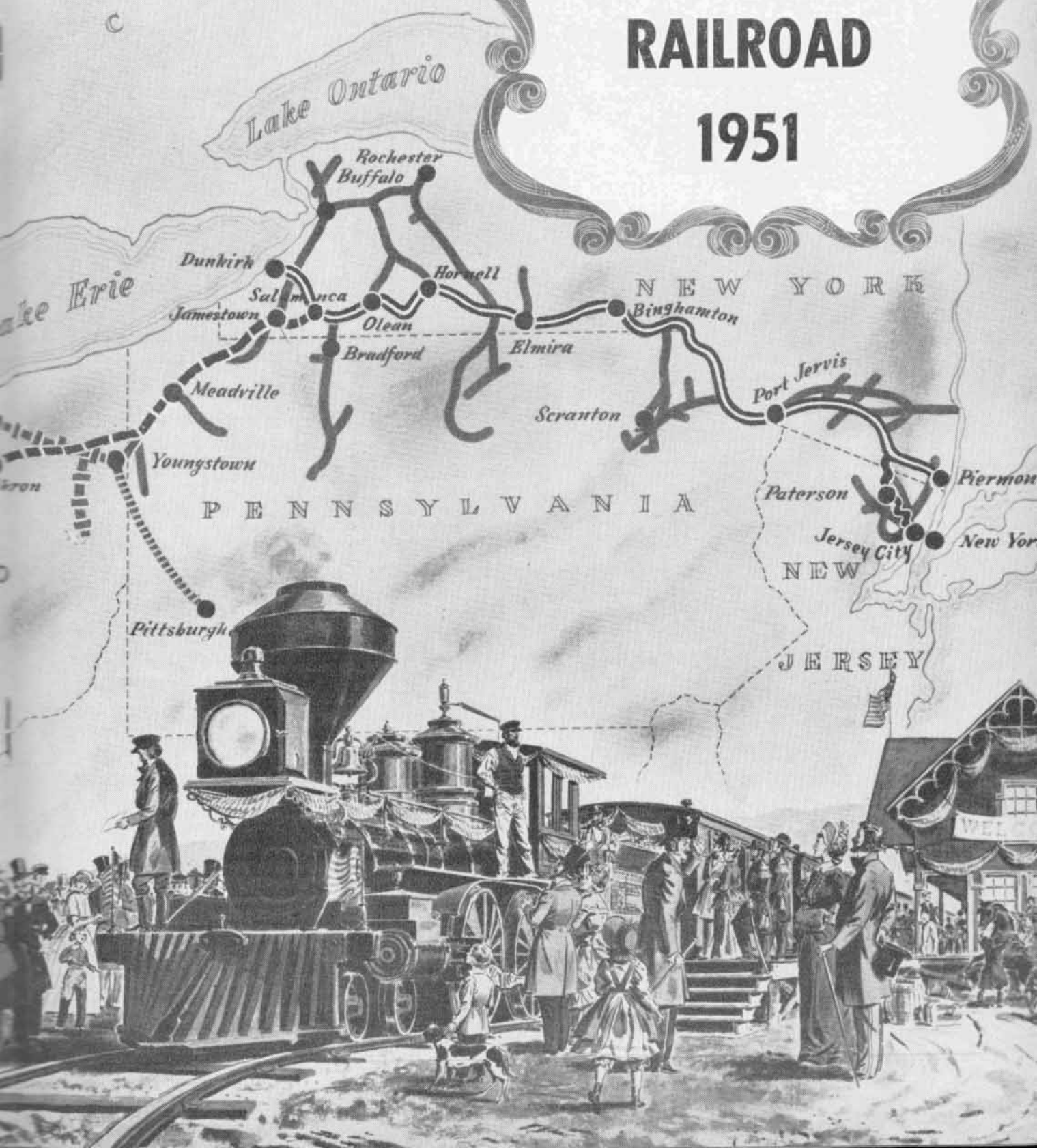
..... Leased lines.

■●■●■ Chicago & Western Indiana Railroad, property leased for exclusive use.



ERIE

# ERIE RAILROAD 1951





## First Erie Train

The first passenger train on the New York and Erie Railroad ran on June 30, 1841. The locomotive "Rockland" pulled the train, and the trip was from Piermont to Ramapo. The journey, about 20 miles, took 65 minutes. Even before that, on June 17, 1841, a locomotive, the "Eleazar Lord," made the same trip.

## Jump, Lady!

During the inaugural run of the New York and Erie Railroad May 14 and 15, 1851, a stop was made at Olean, N. Y. The enthusiastic populace of the city had arranged for a Miss Nichols to board the train and present a flag to President Fillmore. She also had a bright little speech to make, notes in hand. Just as she started the speech, the train whistle cut her off, and the train lurched forward. The panicky young lady simply forgot her feminine manners, and jumped for her life.

Water for passengers on trains in the early days came from a "water boy" who carried a pail of water and a dipper through the train regularly.

## Comparative Statistics • 1851 and 1951

|                                             | 1851         | 1951*         |
|---------------------------------------------|--------------|---------------|
| <i>Miles of Railroad</i>                    | 446          | 2,245         |
| <i>Weight of Rail, Pounds per yard</i>      | 56 to 60     | 90 to 140     |
| <i>Number of Locomotives</i>                | 123          | 485           |
| <i>Number of Passenger Cars</i>             | 92           | 662           |
| <i>Number of Freight Cars</i>               | 1,349        | 24,504        |
| <i>Number of Passengers Carried</i>         | 688,789      | 11,038,075    |
| <i>Tons of Freight Carried, All Kinds</i>   | 250,096      | 44,555,828    |
| <i>Number of Persons Employed</i>           | 1,325        | 21,456        |
| <i>Capital Stock</i>                        | \$ 5,992,290 | \$138,297,455 |
| <i>Bonded Debt and Other Debt</i>           | 17,461,244   | 203,743,082   |
| <i>Investment in Railroad and Equipment</i> | 24,028,858   | 469,315,302   |
| <i>Gross Revenues:</i>                      |              |               |
| <i>Passenger</i>                            | 1,186,034    | 7,307,852     |
| <i>Freight</i>                              | 1,091,388    | 146,847,184   |
| <i>Other Sources</i>                        | 4,246        | 12,035,427    |
| <i>Total</i>                                | 2,281,668    | 166,190,464   |
| <i>Operating Expenses:</i>                  |              |               |
| <i>Maintenance of Way</i>                   | 149,524      | 19,749,783    |
| <i>Maintenance of Equipment</i>             | 230,592      | 24,587,674    |
| <i>Transportation and All Other</i>         | 846,095      | 77,272,621    |
| <i>Total</i>                                | 1,226,212    | 121,610,079   |

(\*Based on 1950)

**Hearty Congratulations  
on the occasion of  
Your One Hundredth  
Anniversary**



**The RAIL JOINT COMPANY, Inc.**  
Fifty Church Street  
New York 7, N. Y.

# An Open Letter to the 20,000 Men and Women Who **ARE** "The ERIE"

NO country can be stronger than the faith and loyalty of the people who live in it. The same is true of a community, a family or an industry.

ONE industry which has worked unselfishly and built tirelessly with implicit faith in the future of her country is the railroad industry. *And for 100 years this month, the Erie Railroad has been one of the most unselfish, tireless and*

*faithful in the building of America.*

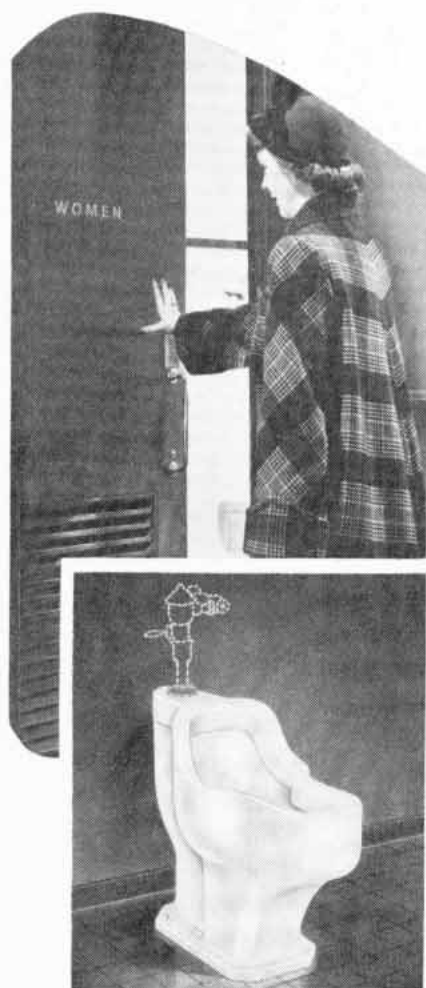
AS an "outsider"—one of the millions who lives in a country built by the railroads and whose business today depends upon them—we want to thank "the men and women of the Erie."

**Woodings Forge & Tool Co.**  
**Woodings-Verona Tool Works**

Verona, Pennsylvania  
Chicago 3, Ill.

## Give women's rest rooms

- greater capacity
- increased sanitation
- easier cleaning



## ... Modernize with the SANISTAND FIXTURE

● Reports show that where Sanistand fixtures are installed, rest room traffic speeds up—in some cases rest rooms now handle twice the number of women with less confusion. Maintenance staffs say rest rooms are cleaner, neater, . . . can be kept that way with a minimum of expense and work.

This new fixture is made of easy-to-clean, genuine vitreous china. Its large bowl and outlet discourage misuse and clogging. For modernization, the Sanistand can usually replace a water closet, and is adaptable to either hand or foot flushing.

For more information on the new Sanistand fixture call or visit the CLEVELAND BRANCH of the American Radiator and Standard Sanitary Corp.

**AMERICAN  
RADIATOR & Standard  
Sanitary**

CORPORATION

CLEVELAND BRANCH

ADDRESS

4415 Euclid Ave.  
Cleveland 3, Ohio

PHONE

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# PAVONIA FERRY.

## RATES OF FERRIAGE

BETWEEN

## NEW YORK AND JERSEY CITY.

|                                                                                                                   | Cents.            |
|-------------------------------------------------------------------------------------------------------------------|-------------------|
| Every Person on foot, above Ten Years old, . . . . .                                                              | 3                 |
| Under Ten Years, and above Five Years old, . . . . .                                                              | 2                 |
| Man and Horse, . . . . .                                                                                          | 9                 |
| Ordinary Four-Wheeled Trucks, Loaded, Two Horses, One Person, . . . . .                                           | 2 T Tickets or 37 |
| Ordinary Four-Wheeled Trucks, Light, Two Horses, One Person, at Vehicle Rates, . . . . .                          | 2 V. " 25         |
| Ordinary Four-Wheeled Truck, Loaded One Horse, One Person, . . . . .                                              | 1 T. " 18         |
| An ordinary Four-Wheeled Truck, Light, One Horse, One Person, at Vehicle rates, . . . . .                         | 1 V. " 12         |
| Ordinary Wagon, Market or Milk Wagon, Loaded or Empty, Four-Wheeled, Two Horses, One Person, . . . . .            | 2 " 25            |
| Ordinary Wagon, Market or Milk Wagon, Loaded or Empty, One Horse, One Person, . . . . .                           | 1 " 12            |
| A Coach, Coachee, Chariot, Barouche, Phaeton, Light Pleasure Carriage, or Wagon, or Sleigh, Two Horses, . . . . . | " 30              |
| A Light Pleasure Carriage, Barouche, Pleasure Wagon, or Sleigh, One Horse, . . . . .                              | 1 " 12            |
| A Cart, Loaded or Empty, with Driver, One Horse and One Person, . . . . .                                         | 1 " 12            |
| A Wagon Load of Straw or Hay, in Bulk, Two Horses, One Person, . . . . .                                          | 50                |
| Every Additional Horse, . . . . .                                                                                 | 6                 |
| Any kind of Carriage or Sleigh, without Horse, . . . . .                                                          | Half Price.       |
| A Wheelbarrow, Loaded or Empty, and One Person, . . . . .                                                         | 6                 |
| A Hand Cart, Loaded or Empty, and One Person, . . . . .                                                           | 8                 |
| Sheep, Calves and Hogs, per head, . . . . .                                                                       | 3                 |
| Cattle, per head, . . . . .                                                                                       | 15                |
| Cow and Calf, . . . . .                                                                                           | 15                |

Truck Tickets in Packages of 50 for \$7.50.

Vehicle Tickets will be sold in packages of 50, for \$6.00.

Tickets for passage of Males over 18, or Females over 15 years of age, will be sold in packages of 50, for 75 Cents.

Tickets for passage of Males under 18, or Females under 15 years of age, will be sold in packages of 25, for 20 Cents.

Tickets will be sold only at the Ticket Office on the Pier, foot of Chambers St.

**CHA'S MINOT, Gen. Sup't.**

**CHA'S McINTOSH, Sup't Ferry.**

May 17, 1864.

## THOSE PILES

When construction of the New York and Erie Railroad was getting underway it was decided to build the railroad on piles in order to avoid snow and floods. As is well known, the road was started in this way, the idea being abandoned eventually after it had cost about \$1,000,000. More than 100 miles of this piling was completed but not even a foot of rail was ever laid on the piling. The piling just rotted away. The building of it in places was fantastically difficult. One spot was the Chester meadows which later became famed as onion meadows. This was a marshy morass. The piles were about 50 feet long. In places it was necessary to drive three piles one on another before a solid foundation was reached. Some of the piles went down 140 feet. It had been planned to make the whole railroad a sort of bridge or trestle from the Hudson River to Lake Erie. In addition, thousands of loads of gravel, trees and other material had to be dumped between the piles to secure them. In other places the ground was such that gravel had to be dug away and rock blasted before the piles could be driven.



# To The Erie R.R. Congratulations

WE congratulate the Erie Railroad on its 100th Anniversary of the completion of its original railroad, linking the Atlantic Ocean with the Great Lakes.

Historically, this was one of the milestones in the history of our country as was evidenced by the then President of the United States, Millard Fillmore, when he and his entire cabinet, including Daniel Webster, then Secretary of State, made a two-day run over the entire railroad on its inaugural train May 14 and 15, 1851.

The Erie has always been regarded as a progressive railroad and we wish them another 100 years of successful operation.

**THE P. & M. CO.**

Chicago

New York



## 96 YEARS salute a century

For many years the Kerite Company has enjoyed an association with the Erie Railroad, and Kerite Signal Cable has played a major role in Erie's attainment of great safety and dependability of railroad service.

We will be gratified indeed if, four years hence, our own Centenary is as distinguished by maturity of experience and youthfulness of thought as is that of the Erie Road.

### KERITE CABLE

NEW YORK • CHICAGO • SAN FRANCISCO • LOS ANGELES

## CARRIES OLD ERIE NAVY EMBLEM



*This is one of the early craft in the Erie's New York harbor "navy." The tug "Oradell" was built in 1891 and then retired and sold in June 1936. Note the early Erie emblem, the four white stripes on the smoke stack.*

### THE ERIE DOCK COMPANY

CLEVELAND, OHIO

### IRON ORE UNLOADING DOCKS

Unloading Capacity 1,800 Tons per Hour from Vessel.

Storage Capacity at Randall, O., of 1,000,000 Tons.

## Compliments

*of*

### THE NATIONAL LIME AND STONE CO.

Findlay, Ohio

Crushed stone for commercial purposes and Railroad Ballast

Plant located on the Erie Railroad

at Marion, Ohio

## Erie Builds Over Starrucca

One of the most impressive sites on the Erie for more than a century, Starrucca Viaduct, at one time proved almost insurmountable.

The valley of Starrucca Creek, just west of another great Erie viaduct, Cascade Bridge, and not far from Deposit, N. Y., is a sudden, deep and wide depression among hills.

Three different contractors had failed to construct a passage over the valley for the railroad. The valley threatened to defeat the railroad's intention of reaching Binghamton in 1848. Finally, Julian W. Adams, an Erie contractor and bridgebuilder, suggested his brother-in-law, James P. Kirkwood, a Scotch engineer, experienced in building the Long Island and Boston and Albany railroads.

Kirkwood said he could build the bridge but that it would take some time and cost a good deal of money. He was told to proceed and did a superlative job.

The stone for the bridge came from a spot three miles up the creek. Kirkwood built a railroad to the quarry. The false-work was on 13 tiers, and the work continued night and day, with a labor force of 800 men at one time. The marvelous work was finished even before it was needed.

Because of his splendid work, Kirkwood was made general superintendent of the railroad. At the time it was built Starrucca Viaduct was the greatest railroad bridge structure in the United States and today remains a monument to masterful engineering, just as strong as when it was built.

Starrucca is 1,200 feet long, 110 feet high and has 18 arches, each 50 feet across. It was made 30 feet across at the top. Costing \$320,000, it was the most expensive railroad bridge in the world at the time.

Kirkwood later went to the Southwest to build railroads and made the first survey for the Pacific Railroad west from the Mississippi River to the Rocky Mountains.

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*Richard P. Marvin was the author of the first notice of application to the New York state legislature for a charter for the Erie.*

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*Philip Church, a grandson of famed Gen. Philip Schuyler and a nephew of Alexander Hamilton, was one of the most active early Erie boosters.*

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*The New York, Lake Erie and Western Railroad Company was incorporated as the Erie Railroad Company Nov. 14, 1895.*

*Erie Railroad Magazine*

Congratulations from  
Underwood "Typewriter Leader of the World!"



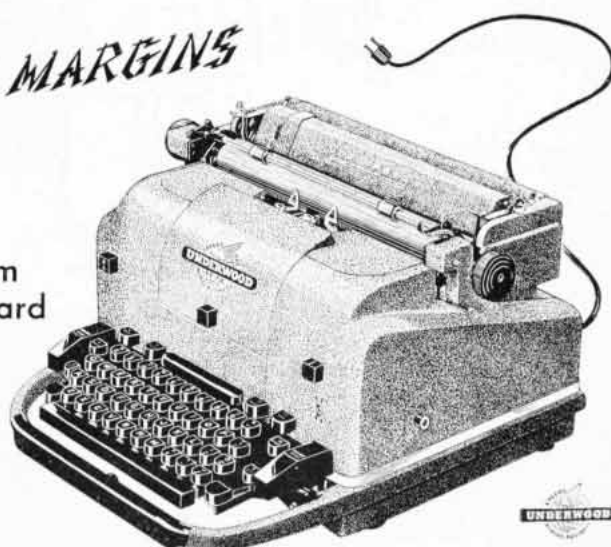
## Underwood 51 Years Ago

In 1899, Underwood was the only typewriter made with "absolute visible writing" . . . an Underwood pioneering "first" that revolutionized typewriting when it was introduced in 1895 . . . a feature that is incorporated in every typewriter made today.

## And Today... *ELECTRIC MARGINS*

The Underwood All Electric is the distinguished descendant of the first visible writing typewriter. Many other Underwood "firsts" have made more than 6,000,000 new friends (and kept the old ones) during our 55 year history.

... set from  
the keyboard



# Underwood Corporation

ONE PARK AVE., NEW YORK 16, N. Y.

Sales and Service Everywhere



## HISTORY *continued*

ney succeeded Bernet. Unfortunately for Denney the Erie's unconquerable spirit was to receive another major test, through no fault of the new president.

During Bernet's stay, Erie income rose to \$129,000,000, but the economic catastrophe of October 1929 and the depression of the middle 1930's meant the end of high-income days for the Erie—again. The dreams of the Van

Sweringens were snuffed out in the world-wide depression and in the brothers' death.

### Income Drops

In two years income dropped to \$90,000,000, then to \$73,000,000 by 1932 and down to \$69,000,000 in 1938. With his large frame and untiring energy, President Denney was just the man who was needed. Dynamic and experienced he consolidated the heavy locomotive work at Hornell. The historic Susquehanna shops became coach repair shops. The important Meadville installations were turned into a manufacturing center for producing the countless items needed by the company.

However, in those great depression years, even Denney's superb ability could not save the company. Jan. 18, 1938, the company went back into the courts. The road was in good physical condition but had run out of cash to pay its fixed interest obligations.

Denney and John A. Hadden, a prominent Cleveland attorney, were appointed trustees of the property.

On Oct. 2, 1939, Denney resigned as trustee and was succeeded by Robert E. Woodruff who was to lead the company for the next 10 years. Woodruff became president Oct. 22, 1941, and today is board chairman.

The reorganization task that faced the trustees and reorganization managers was staggering, complex be-

yond description. Records showed that similar problems had taken years and even decades to solve.

However, inspired by the great ability and leadership of Henry S. Sturgis, Chairman of the Reorganization Committee and Vice President of First National Bank of New York, and John K. Thompson, then vice president and chief financial officer of the company and now president of Cleveland's Union Bank of Commerce, the task was completed in four years, admittedly a railroad financial miracle. It was the fastest reorganization of any major railroad. The other reorganization managers were Frank C. Wright, Harry C. Hagerty and John W. Stedman.

The new Erie Railroad Company came out with fewer leased branches and 34 less subsidiaries. Fixed charges (which had to be met each year) in 1937 were \$14,546,710. On the basis of the reorganization they were reduced to \$7,542,179. Even further economies have been realized in subsequent years by applying earnings to the reduction of debt, and today these fixed charges are only \$5,150,416.

### Net Income Good

In 1942, the first year after reorganization, the Erie had a net income of \$15,928,921. In June of that year the Erie directors cheerfully announced that "icicles have sprouted in hell" when they declared a 50c



ESTABLISHED 1900



## PATTISON & BOWNS, Inc.

Subsidiary of The Pittston Company

**17 BATTERY PLACE  
NEW YORK 4, N. Y.**

TELEPHONE  
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# CONGRATULATIONS ERIE RAILROAD!

## for 100 Years of Fine Service

## SPRING PACKING CORPORATION

332 S. Michigan Avenue

Chicago 4, Illinois

*Improved Spring Journal Box Packing*

*Hold-Rite Packing Retainers*

*King Automatic Brake Slack Adjuster*

*Chrome Lock Gasketing Tape*



FREDERICK D. UNDERWOOD

dividend on common stock—the first in 69 years! Dividends of \$1 per share have been paid each year since. In 1948 \$1.50 was paid and in 1950 payment was \$1.75.

On Oct. 1, 1949, Woodruff retired as president and became chairman of the board. He was succeeded by Paul W. Johnston who in the familiar tradition of so many prominent and capable railroaders rose from an humble beginning as relief agent to become head of the railroad. In the short period he has held the reins, the Erie has continued to progress and increase in stature and efficiency.

President Johnston's emphasis on diesel locomotives has made the Erie the leading diesel railroad on a diesel-steam ratio basis among the trunk lines of the East. Under his leadership the company has developed the most extensive radio-telephone communications system among the railroads of this country, adding to safety, efficiency and dependability, and the company has further stressed track mechanization, business machine accounting and employee training to make the company a leader among the nation's most progressive railroads.

In its April 2, 1951, issue, Time Magazine, one of the nation's best-known weekly news magazines and an authority on business affairs, paid tribute to the Erie on its 100th anniversary year, recalling that Daniel Webster had once called the railroad a "great work of art."

Said Time, "Last week, in its annual report marking the centennial of the first run, the Erie showed how the work of art has mellowed with age. During 1950, the Erie hauled 42,339,984 tons of freight and

11,038,075 passengers, to earn \$13,-455,493, the third highest profit in its history. With defense production stepping up road traffic, Erie hoped to better its record this year.

"By such good reports in recent years, the Erie, once 'synonymous with bankruptcy, litigation, fraud and failure,' has lived down its reputation as the 'Scarlet Woman of Wall Street' and has become as correct and prudent as a Park Avenue dowager."

What would Eleazar Lord and Benjamin Loder have to say if they were to return today and see what had become of their child? No doubt, they would wring their hands in recrimination if they stood on the deserted, lonely pier at Piermont or if they saw the dead, crumbled piles some of which still can be seen today,

or if they could remember the six foot gauge.

But they could forget these errors and charge them to experience, profit and loss, the school of hard knocks. They need have no regrets.

Doubtless, instead, they would be amazed and weak with wonder and awe. What they started, today is beyond the most extravagant predictions they might have made when they were seeking stock subscriptions.

Today their full-grown giant of a dream is a great railroad, dedicated to progress and service. Not the longest or the wealthiest railroad, but a great railroad with a matchless past of tradition—one with a promising future, a pioneer a century ago, and still pioneering today in better and more efficient railroading.

## To a Great Railroad . .

Congratulations, Erie, over the completion of your first 100 years of service. We feel that by supplying bearings and journal boxes for many of your trains we have shared your progress. SKF Industries, Inc., Phila. 32, Pa., manufacturers of **SKF** and HESS-BRIGHT bearings.

7183



**SKF**  
Puts the  
**RIGHT BEARING**  
in the  
**RIGHT PLACE**

## Congratulations

to the

# ERIE

and its more than  
20,000 employees

on **100** years  
of Progress and Service

• • •

From  
**CONTINENTAL**  
representatives who  
serve you on the ERIE

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W. Muller  
G. E. Reynolds  
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L. B. Thompson  
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F. J. Molnar

• • •

Representing the  
Railroad Man's Company



Best  
for  
all  
on the  
ERIE

No  
Assessments  
at any  
time

**Continental**  
**CASUALTY COMPANY**

## EARLY GOSHEN LANDMARK



*Taken long ago beside Erie tracks, this is a picture of historical "Jay's Hotel," at Goshen, N. Y. the picture having been taken in 1862. The hotel was steeped in Hambletonian trotting horse history. Goshen always has been the world center of trotting racing, being the scene annually of the famed Hambletonian race. In 1862 the hotel was owned by Jackson D. Jay, grandfather of Edwin J. Dikeman. The horse after whom the great race representing world supremacy was named, Hambletonian, stood for service in the stable pictured here. Later the hotel became the Occidental.*

## Congratulations

TO THE

# Erie Railroad

for a century of service to  
American Industry and Commerce

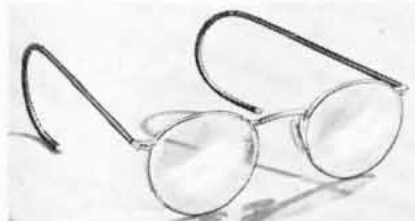
**Standard Railway Equipment  
Manufacturing Company**

310 South Michigan Avenue

Chicago



# KIMBALL *Sight Savers* AT WORK



Precision machines in the hands of skilled workers producing KIMBALL Safety Lenses for eye protection of American Labor. In the lense grinding department of Kimball Safety



Product's new modern plant, clear or tinted lenses are ground to prescription specification. Customer satisfaction is absolutely guaranteed with every pair of KIMBALL safety lenses.

#### *Manufacturers of:*

#### **EYE PROTECTION:**

Spectacle Goggles, Welding Goggles, Composition Goggles, Sideshields.

#### **HAND PROTECTION:**

Gloves: Welder's, Asbestos, Steel Stitched, Mittens: Welder's, Asbestos, Steel Stitched.

#### **BODY PROTECTION:**

Clothing: Wool, Flame-Proofed Cotton, Leggins and Spats; Leather, Asbestos, Flame-Proofed Cotton.

#### **APRONS:**

Leather, Asbestos, Flame-Proofed Cotton.

# *Kimball*

**SAFETY PRODUCTS  
COMPANY**

**9310 WADE PARK AVENUE  
CLEVELAND 6, OHIO**

We salute and congratulate the Erie Railroad on its hundredth anniversary. Our Company is proud to have had the privilege of supplying materials to the Erie for more than a quarter of their first century of operation.

**ILLINOIS RAILWAY EQUIPMENT COMPANY**  
CHICAGO 4, ILL.

## NATIVES SCARED BY LOCOMOTIVE

The first locomotive on the Delaware Division was the "Piermont" which was dismantled at Piermont, loaded on a canal boat, taken up the Hudson River to Rondout and then by the Delaware and Hudson Canal to Lackawaxen.

This was in the summer in 1848, and the locomotive was used to distribute ties and iron to lay track. William de Graff, who liked a practical joke, was the engineer.

Around October it was decided to take the engine up to Narrowsburg. Hundreds of the natives flocked to take a look at the "critter," approaching it warily as if it might bite them.

Eventually they relaxed and many of them even came aboard to look. Engineer de Graff waited until there was a good crowd on the engine and then blew a full blast on the whistle. With shrieks of terror the spectators jumped, flew and dived off the engine. It is said smilingly around Narrowsburg today that some of the crowd still is running.

*The first ground for the New York and Erie Railroad was broken Nov. 7, 1835, at Deposit, New York.*

# WHO SAID . . . "THE FIRST HUNDRED YEARS ARE THE HARDEST"?

From a Mere Youngster of Seventy  
To a Real Old Timer

# NICE GOING!, MEN OF ERIE



**KENDALL REFINING COMPANY**  
BRADFORD, PENNA.



---

**SERVING**  
**MORE THAN**  
**150 RAILROADS**  
**AND**  
**INDUSTRIES**



**ELECTRO-MOTIVE DIVISION**

**General Motors Corporation      La Grange, Illinois**

**OFFICES**

Chicago.....Field Building  
New York.....230 Park Ave.

St. Louis.....Railway Exchange  
San Francisco Central Tower Bldg.

---



### Absent-Minded

One day back in 1850 an Erie conductor noticed a shouting man and woman waving their arms frantically and running after the train just as it was leaving Barton, N. Y. The conductor stopped the train, and the wild-eyed man and woman plunged through the car to one of the seats. There a chubby infant was gurgling happily. The couple had forgotten their tiny tot as they left the train.

## RUST— OLEUM

**COLLINS OIL & MFG.  
COMPANY, INC.**

**90 WEST STREET  
NEW YORK 6, N. Y.**

### WHO'S BOSS?

One of Erie's first conductors has been given credit for inventing the bell-rope system on railroads and for establishing the conductor as the boss of the train. This ingenious fellow was Henry "Pappy" Ayers. In Pappy's day there was no way the conductor of the train could communicate with the engineer except on foot when the train stopped. One day in 1842 Pappy rigged up a strong cord from his car to the locomotive. A stick of wood was tied to the end of the cord in the engine. Pappy told the engineer that when he wanted him to stop the train that Pappy would pull the cord, the stick would jiggle, and the engineer was to stop the train. The engineer was named Hamel, an independent fellow who was not going to let any conductor tell him when to stop. As soon as the train would start Hamel would cut the cord and throw away the stick. The first day Pappy pulled the cord nothing happened, no response the second time either. One day Pappy told Hamel if he cut the cord and threw away the stick again that Pappy would beat him up. Hamel did cut the cord. At Turner's Pappy took off his coat, grasped Hamel by the collar and was about to thresh him. Hamel gave up, the cord still is being used today, and the conductor is the train boss.

## MORRIS BASIN DRY DOCKS

*Dry Docking & Vessel Repairs*

**MACHINE SHOP**

FOOT OF HENDERSON STREET

JERSEY CITY, N. J.

## CONGRATULATIONS ERIE RAILROAD

FROM

THE **PANTASOTE** CO.

FOR SIXTY YEARS CREATORS OF  
**COATED FABRICS** TO MEET THE RAILROADS' DEMAND  
FOR **DURABILITY** AND **DEPENDABILITY**

The Pantasote Company, New York Sales Office,  
444 Madison Avenue, New York, N. Y.

# **PENNSYLVANIA COAL COMPANY**

INCORPORATED IN THE YEAR 1838

**FOR OVER 100 YEARS**

PRODUCER OF

**JET BLACK PITTSTON ANTHRACITE**

PITTSTON  
COAL

REG. U. S. PAT. OFF.

**CONGRATULATIONS**

ON YOUR

**100<sup>TH</sup> ANNIVERSARY**

FROM

**ONE OLD-TIMER TO ANOTHER**

---

**PATTISON & BOWNS, INC.**

17 BATTERY PLACE

NEW YORK 4, N. Y.

EASTERN DISTRIBUTOR

**GLOBE COAL COMPANY**

332 SOUTH MICHIGAN AVENUE

CHICAGO 4, ILL.

WESTERN DISTRIBUTOR

## Stormy Weather

Because of a sudden down-pour on June 17, 1857, it took one Erie train four hours to go from Addison to Hornell, 30 miles. In places two or three feet of gravel covered the track. Conductor Pappy Ayres walked ahead of the train at times, in water up to his waist in places, to watch for danger spots.

**Grade "A" Crushed Stone,**  
properly prepared and  
screened clean for all pur-  
poses.

Quarry at Huntington, Ind.,  
on the Erie Railroad

Ask Us For Prices

**THE ERIE STONE COMPANY**  
TOLEDO 4, OHIO

## RAILROAD OF FIRSTS

In its more than 100 years of railroad pioneering and progress, it is only natural that the Erie should have been the first to try and develop some new ideas and methods. Among these firsts are the following:

- 1842—First to ship milk into New York City.
- 1842—First to use conductor bell-cord to signal engineer.
- 1847—First to use iron rails rolled in America.
- 1850—First to construct telegraph line along its right of way.
- 1851—First railroad to use telegraph for its operations.
- 1851—First railroad in United States of 400 miles or more in length.
- 1851—First through railroad to connect the Atlantic Ocean and Great Lakes.

First in United States to use broad, six-foot gauge — widest on the American continent in 1851.

1861—First to provide tank cars for moving oil.

1887—First to bring fresh California produce into New York City.

First to use ticket punch.

In addition the Erie today provides the widest and highest clearances between New York and Chicago, carries the most perishables from the West Coast to New York and has the most complete railroad radio-telephone communications system among trunk-line railroads.

## RAILROAD ACCESSORIES CORPORATION



**SIGNAL AND TRACK DEVICES**

Chrysler Building

NEW YORK 17, N. Y.



## CHAMPION "RAILEND" ELECTRODES

**Fill the need for a Heavy Coated  
Electrode Specially Designed  
for Welding Battered RAIL ENDS**



"RAILEND" is available in 5/32", 3/16", and 1/4" diameters to meet all applications. The deposition of thin stringer beads is recommended for best results.

THIS ELECTRODE is outstanding in its class in that it produces dense, solid, smooth weld deposits which require a minimum amount of grinding to finish. Burn-off rate of "RAILEND" is very high which gives a maximum amount of deposit per man hour. Spatter is extremely low and the protective slag is easily removed.

This electrode is operable on both DC reverse polarity and on AC. It may be applied on rail in the range of outdoor temperatures of from 0° F. upward, or on rail preheated to 300 to 600° F. Preheating will insure uniform hardness of the deposited metal and guarantee crack free welds.

Penetration into the rail is excellent and a sound bond between rail and weld deposit is obtained.

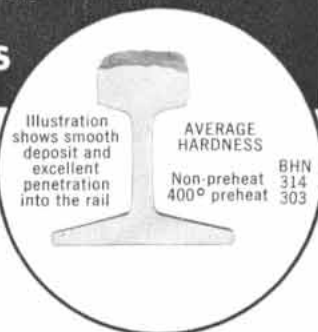


Illustration shows smooth deposit and excellent penetration into the rail

AVERAGE  
HARDNESS

Non-preheat 314  
400° preheat 303

### CURRENT RANGE

| SIZE            | AMPS              | VOLTS |
|-----------------|-------------------|-------|
| 5/32" . . . . . | 110-125 . . . . . | 22-26 |
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| 1/4" . . . . .  | 230-260 . . . . . | 28-32 |

New Welding Cost Calculator Available  
50¢ Each. Saves Time. Send for yours.

**THE CHAMPION**  
**RIVET COMPANY**

CLEVELAND, OHIO

EAST CHICAGO, IND.

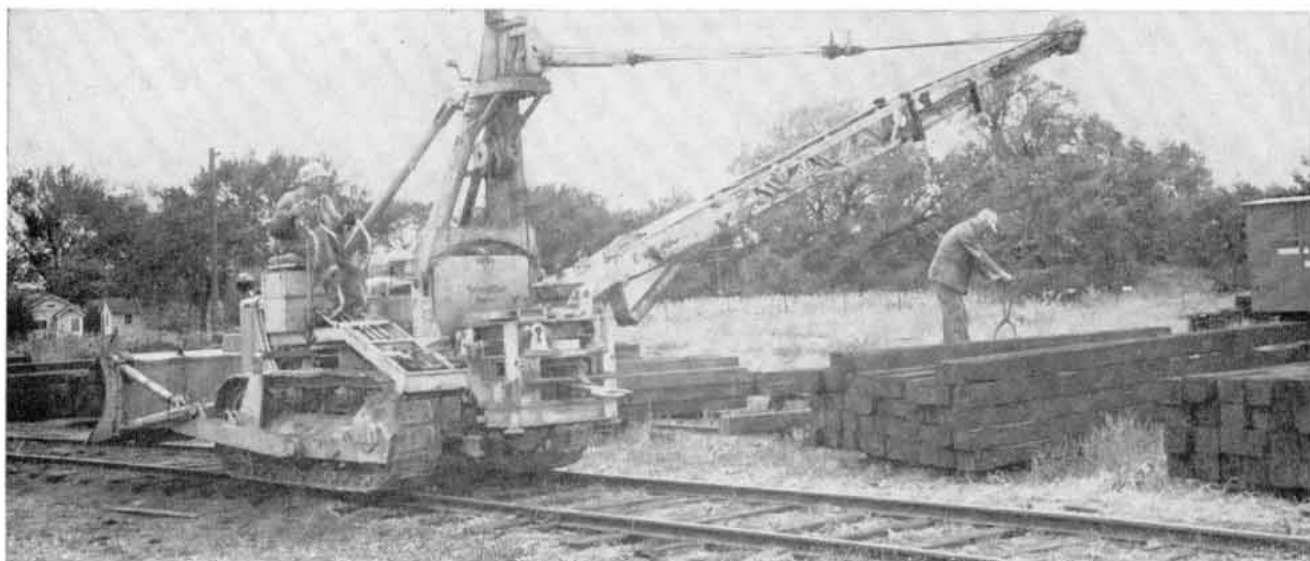




# CATERPILLAR

REG. U. S. PAT. OFF.

DIESEL ENGINES • TRACTORS • MOTOR GRADERS • EARTHMOVING EQUIPMENT



You are looking at a "Caterpillar" rig that does a lot of different railroad jobs fast and well. On the front of this "Caterpillar" Diesel D6, equipped with special track-walking shoes, is a dozer. On the rear is a dragline with a  $\frac{3}{8}$  bucket,  $\frac{3}{8}$  clamshell or grapple. That is a 3300-lb. boom. The outfit is used for lifting ties, pulling freight cars, and handling rails, with a lot of other jobs on the side.

## Greatest for Road Work; also Greatest for Railroad Work

Not as many years as the good old "Erie," but enough decades to prove its worth on many kinds of railroad work, "Caterpillar" Diesel Tractors and outfits are today equipped to cut costs and save time and manpower wherever there is earthmoving or lifting to be done.

The economy of the "Caterpillar" is not

only in its amazing adaptability, but also in its inherent ruggedness and long hours of work on little fuel.

You men who keep the mighty "Erie" working at full efficiency, will find a ready and willing aid in "Caterpillar" Diesel Tractors.

## BECKWITH MACHINERY COMPANY

6550 Hamilton Ave. - PITTSBURGH - Phone MOntrorse 1-6900

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**BECKWITH**  
"CATERPILLAR" DIESEL TRACTORS,  
ENGINES, MOTOR GRADERS, EARTH-  
MOVING EQUIPMENT • HYSTER  
WINCHES & CRANES • TRACKSON  
SHOVELS, PIPE LAYERS • BUCYRUS-  
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LOADERS, MOBILOADERS, FORCE-FEED  
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MARTIN TRAILERS • BRODERICK  
AND BASCOM WIRE ROPE •  
JAHN HEAVY DUTY TRAILERS •  
MCKIERNAN TERRY PILE HAMMERS  
AND EXTRACTORS.

**PRESIDENT-MAKER**

With its more than century of tradition, pioneering and experience the Erie Railroad has been a training ground for some of the finest railroad men in the industry, many of them going on to other railroads to gain excellent reputations. Nineteen past or present presidents of other railroads gained their early experience with the Erie.

**THE  
FLEISHEL  
LUMBER  
COMPANY**  
  
**SAINT LOUIS,  
MISSOURI**

**New York, Lake Erie & Western Railroad Co.**

SUPERINTENDENT'S OFFICE, EASTERN DIVISION.

*Jersey City, N. J., October 5th, 1887.*

**NOTICE.**

*William B. Hamblin is hereby appointed  
Ticket Agent at Jersey City, in place of M. L.  
Justin, resigned.*

*Appointment to take effect October 6th, 1887.*

J. H. BARRETT,  
Superintendent.

*Promotion notices have not changed much on the Erie in 64 years, have they? The one above does not look much different than those of today.  
This is a reproduction of the original.*

# SALUTATIONS

*from the Manufacturer of*

**AMERICA'S *Quality* STEAM GENERATOR**

**FOR TRAIN HEATING AND OTHER USES**

**THE  
SUPERHEATER CO., Inc.**

**Division of  
COMBUSTION ENGINEERING-SUPERHEATER, INC.**

200 Madison Ave., NEW YORK 16

Bankers Building, CHICAGO 3

Montreal, Canada, THE SUPERHEATER COMPANY, Ltd.

Representing AMERICAN THROTTLE COMPANY, INC.



STEAM GENERATORS FOR ALL PURPOSES • WELDED BOILERS FOR STEAM LOCOMOTIVES • EXHAUST STEAM INJECTORS  
SUPERHEATER PYROMETERS • THROTTLES • FEEDWATER HEATERS • OIL SEPARATORS • SUPERHEATERS • STEAM DRIERS



**DIESEL-ELECTRIC  
LOCOMOTIVES**

Locomotive Replacement Parts  
Wrought Steel Wheels and Tires

Hydraulic Presses

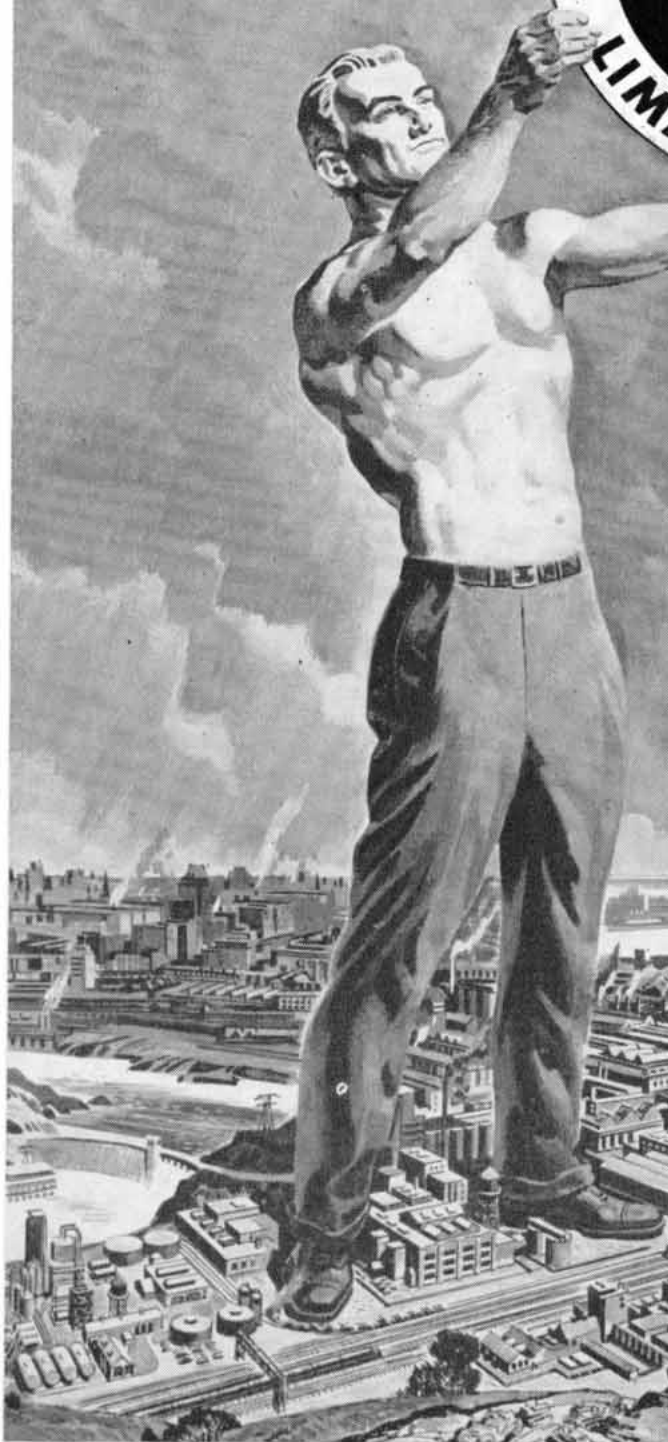
Testing Equipment

Forgings and Castings

Cranes • Shovels • Machine Tools

**BALDWIN-LIMA-HAMILTON CORP.**

Philadelphia





# Gets Umbrella By Telegraph!

The stories about one of Erie's favorite early conductors, Henry "Pappy" Ayres, are many, but one of the best is about how he delivered an umbrella by telegraph wire.

An elderly lady through her many years had never left her little home town of Lordville, N. Y., once took an Erie train into New York City to see the great town.

Among the things she took with her was a family relic, an umbrella which she dearly loved.

On the way back, still thrilled with excitement and all-aglow over her "fling" in the big city, she left the prized umbrella on the boat which used to take Erie passengers from New York up the Hudson River to Piermont.

She did not miss the umbrella until the train reached Cohecton, and then she became frantic and tearful. Pappy noticed her and got her story from her.

"Don't you cry, mother," Pappy consoled her. "We'll get your umbrella by telegraph. I'll have it here in a minute or two."

With a twinkle in his eye Pappy left her. He knew that any lost items on the boat would be picked up by the stewards and placed in the train's baggage car. He merely went back to the baggage car, then returned to the little old lady and presented her with the treasured umbrella.

The little lady was overjoyed. "Land sakes alive! Who'd ever 'a' thunk it? Sending umbrellas by telegraph!" she marvelled, and then before a packed car she exuberantly threw her arms around the embarrassed Pappy and kissed him.

## 1898 ERIE DOUBLE TALK

### VOCABULARY

|      |                 |                              |
|------|-----------------|------------------------------|
| 2301 | <b>Hasobank</b> | Steamer's option             |
| 2302 | <b>Hasobath</b> | Steamer (boat; ship) line -s |
| 2303 | <b>Hasobend</b> | Step -ped-ping-s             |
| 2304 | <b>Hasoblow</b> | Stipulate -d-ing-s; ion-s    |
| 2305 | <b>Hasoburg</b> | Stock -ed-ing-s              |
| 2306 | <b>Hasocamp</b> | Stockyards                   |
| 2307 | <b>Hasocage</b> | Stood                        |
| 2308 | <b>Hasocave</b> | Stop -ped-ping-s             |
| 2309 | <b>Hasoclad</b> | Suspend -ed-ing-s; sion      |
| 2310 | <b>Hasoclub</b> | Stop -ped-ping-s off         |
| 2311 | <b>Hasodale</b> | Stop-off privilege -s        |
| 2312 | <b>Hasodawn</b> | Storage -s                   |
| 2313 | <b>Hasodene</b> | Storage facilities           |
| 2314 | <b>Hasodike</b> | Storage privilege -s         |
| 2315 | <b>Hasodome</b> | Storage rates                |
| 2316 | <b>Hasofarm</b> | Storage rules                |
| 2317 | <b>Hasofens</b> | Store -d-ing-s               |
| 2318 | <b>Hasoflow</b> | Store door                   |
| 2319 | <b>Hasofold</b> | Store door delivery -ies     |
| 2320 | <b>Hasoford</b> | Strain -ed-ing-s             |
| 2321 | <b>Hasogate</b> | Street -s                    |
| 2322 | <b>Hasoglen</b> | Strength                     |
| 2323 | <b>Hasoglow</b> | Strengthen -ed-ing-s         |
| 2324 | <b>Hasogirt</b> | Strict -ly-est               |
| 2325 | <b>Hasogulf</b> | Strictest confidence         |

94

*Away back in 1898, the Erie had a language of its own. This is a reproduction of a page in a publication then known as an Erie "Cipher Code" book. The fascinating vocabulary is some of the Eriese of the day.*

**NURSERY  
1851  
To  
ANNIVERSARY  
1951  
CONGRATULATIONS  
JOSEPH V. REILLY  
Railroad Insurance Agency  
Representing  
TRAVELERS INS. CO.  
Empire State Bldg.  
N. Y.  
Hanna Bldg.  
Cleveland**

**NCG**

**APPARATUS**

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**NATIONAL CYLINDER GAS COMPANY  
840 N. MICHIGAN AVE. CHICAGO 11**

# BOWSER

ESTABLISHED 1885

# SERV-A-TRAIN

## DIESEL FUELING

For

- Switchers
- Commuters

*and other Diesel  
powered Equipment*

### ECONOMICAL AND EFFICIENT

This compact unit for trackside fueling in yards and branch terminals contains all equipment necessary for low-cost, efficient dispensing and filtration of either diesel fuel, lubricating oil or gasoline.

Many users report more work-hours per day from their switchers as a direct result of this convenient, on-the-job fueling unit.

### ACCURATE MEASUREMENT—CLEAN FUEL

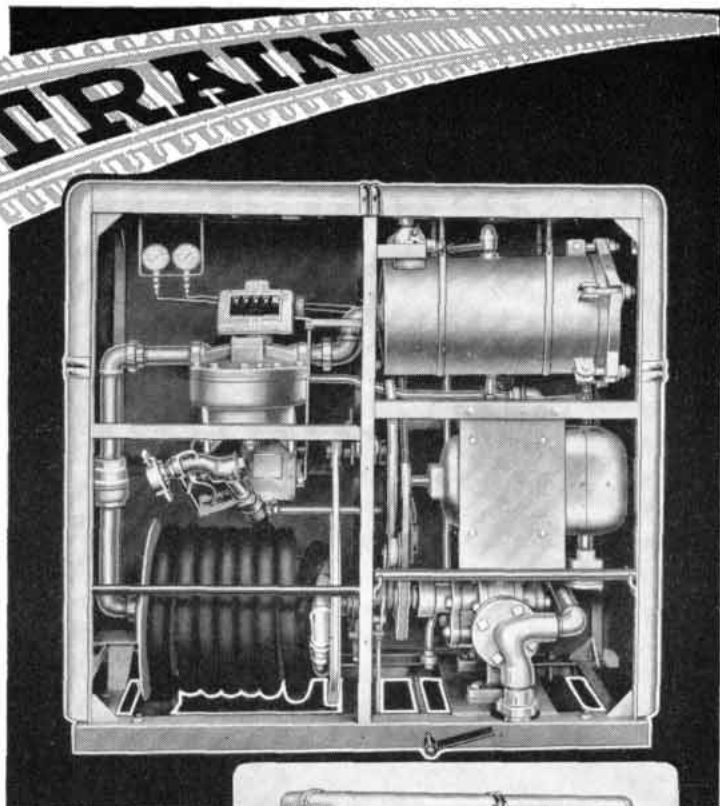
Precision accuracy of measurement is assured by the famous Bowser Xacto meter. Every drop is measured and registered on a dial. An automatic recording device is available as an accessory to print a verified slip showing the exact amount delivered.

Dirt or other particles as small as .00004 of an inch are effectively removed from fuel or lubricating oil with a Bowser expendable cartridge filter. *This helps to minimize engine maintenance!*

### EASY TO INSTALL—SIMPLE TO OPERATE

The Bowser Serv-A-Train is as easy to install as a filling station pump. It's ready to operate as soon as supply and return lines—and electric power—are connected.

To operate Serv-A-Train you merely flip the switch that starts the pumping unit, pull out the hose, dispense the amount desired, step on the pedal to rewind the hose (power-driven reel) and then flip the switch to shut it off. That's *really* simple!



Bowser high-capacity diesel fueling and filtration systems for main line passenger and freight service are used by most American railroads. Efficient, time-saving equipment is also furnished for oil storage and barrel filling stations.

Please write for the new Bowser railroad equipment catalog.

Complete information on the Bowser Serv-A-Train will be sent promptly on request.

## BOWSER, INC., 1363 Creighton Ave., FORT WAYNE 2, IND.

RAILROAD REPRESENTATIVES IN PRINCIPAL CITIES

LIQUID CONTROL SPECIALISTS SINCE 1885

# Nalco

*Congratulates the*

*on*

**100 YEARS of PROGRESS**

THE great public service rendered by the Erie Railroad during the past hundred years is an achievement worthy of heartiest congratulations from all America—and Nalco is proud to have had a small part in helping to produce the Erie's outstanding success record.

NATIONAL ALUMINATE CORPORATION  
6216 West 66th Place • Chicago 38, Illinois

THE

*Nalco*

LOCOMOTIVE BOILER WATER TREATMENT • DIESEL COOLING  
WATER TREATMENT • DIESEL STEAM GENERATOR WATER  
TREATMENT • RIGHT-OF-WAY WEED CONTROL CHEMICALS

SYSTEM • Serving Railroads through Practical Applied Science

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*Wholesale Only*

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Quality Hardware Since 1870

132-140 North Broadway

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Phone 4-4161



## Hamilton No. 16

today's finest  
railroad watch value

HERE is a new Hamilton 992B in a fine dollar-saving, high quality, rolled-gold plate case. This new No. 16 Railway Special, like all other 992B's, has these exclusive Hamilton features: the new Dynavar mainspring—the most powerful and longest-lasting rust-proof mainspring available; the Elinvar-Extra hairspring and the one-piece Arium balance wheel. This new No. 16 is fully adjusted, anti-magnetic and true in all temperatures.

Ask your time inspector to show you this new 1951 Hamilton at the new low price.

HAMILTON WATCH COMPANY  
LANCASTER, PENNSYLVANIA

Makers of

*The Watch of Railroad Accuracy*

Erie Railroad Magazine





# on its 100<sup>th</sup> birthday

The Erie Railroad has come a long way since it was completed in 1851. Its growth has matched each forward stride taken by American industry. Great cities have grown with it — and because of it. 100 years of matchless service . . . that's a proud achievement, Erie Railroad.

This advance is also symbolic of Airco's strides in developing railroad service techniques. Working uninterruptedly with railroads for more than thirty-five years, Airco has originated new and better oxyacetylene and electric arc processes for more efficient and economical operation. Here are a few of these processes that have helped keep the railroads rolling with peak efficiency, at lowest maintenance costs.

**FOR MECHANICAL OPERATIONS . . .** Airco's fast, inexpensive Heliwelding process enables railroads to reclaim aluminum pistons. This inert, gas-shielded,

arc welding process saves scarce aluminum and reduces downtime of operating equipment.

**FOR TRACK MAINTENANCE . . .** Today, railroads use the oxyacetylene processes to heat-treat frogs, build up wheel burns and switch points, crop rails, and flame-clean steel structures prior to painting. Airco oxyacetylene equipment is standard with many roads.

**FOR SCRAPPING . . .** The railroads rely on Airco oxyacetylene flame cutting torches to speed up the flow of much-needed scrap to America's steel furnaces. Box cars, gondolas, locomotives and other equipment are quickly cut to charging box size.

For more than a third of a century, Airco Railroad Service Representatives have guided the Erie's use of oxyacetylene and electric arc processes. May we offer you their services?



*Costs Come Down Under the Airco Plan*

## AIR REDUCTION

AIR REDUCTION SALES COMPANY • AIR REDUCTION MAGNOLIA COMPANY

AIR REDUCTION PACIFIC COMPANY

REPRESENTED INTERNATIONALLY BY AIRCO COMPANY INTERNATIONAL

*Divisions of Air Reduction Company, Incorporated*

*Offices in Principal Cities*

## 1st REPORT *continued*

communication between Philadelphia and Pittsburgh, and thereby controlling the commerce of the Ohio river, the enterprising citizens of that State are now constructing a canal in the valley of the Mahoning, extending from a point near Pittsburgh, north-westerly, across the State of Ohio, and reaching the Ohio Canal, in the vicinity of Cleveland, on Lake Erie;—and it is the avowed object of that measure, to attract to Philadelphia the whole of the early trade of the Upper Lakes, and thus cut off from the city of New York one of the most important branches of inland commerce, by which it has been hitherto supported and enriched. The pressing and urgent necessity

of effecting a connexion, as soon as possible, between the Hudson River and the Alleghany, in order to save this branch of our trade, will therefore be obvious. . .

### Other Menaces!

Nor is this the only evil with which this metropolis is menaced by the superior activity and enterprise of its powerful and sagacious rival. The trade of a large and important part even of our own State, is also in danger of being diverted. The navigable rivers which drain a great portion of the southern counties, in descending to the ocean flow through the State of Pennsylvania, and they naturally attract, in the same direction, an amount of exports, estimated to exceed 120,000 tons annually. The public men of that commonwealth,

conscious of that natural advantage, have constantly sought to avail themselves of it, by improving the navigation of those rivers, and constructing canals along their margins. . .

In (a) Message of 1833. . . New York State is described as being "threatened on all sides to be deprived of the commerce which the God of nature seems to have destined for its use," and recommends it, "in its own defence, to force the waters of Lake Erie to mingle with those of the Alleghany: the Ohio Canal to become tributary to the improvements of Pennsylvania—and the waters of the Cayuga and Seneca Lakes to unite with those of the Susquehanna."

Having succeeded in establishing the main line of artificial communication between Philadelphia and the Ohio River, the efforts of that State are now principally aimed at opening an avenue of cheap, early, and rapid intercourse *between that city and the southern counties of the State of New York. . .*

Nor is this active and efficient policy confined to Pennsylvania. For the purpose of attracting the trade of the West through the State of Maryland, the Legislature of that commonwealth, in March last, loaned their public credit to the Chesapeake and Ohio Canal Company for two millions of dollars, and also for one million of dollars to the Baltimore and Susquehanna Rail Road Co.

The Board of Directors, upon whom has devolved the responsibility of conducting this important work, believing it to be the only mode of rescuing the interests of this city from the danger in which they are placed, and feeling that the exigency of the case demands their best efforts, pledge themselves to the stockholders and the community, to spare no exertions on their part to carry the enterprise steadily onward to a successful issue. . .

But in any contingency, whether those who may direct the public counsels shall extend to this undertaking the patronage and support of the State, or shall deem it proper to leave the Company unaided to their own resources, such is the unshaken confidence of the Board of Directors in the transcendent merits of the work,—its immense value,—its remarkable feasibility,—and its early and rapidly increasing productiveness, that they have no hesitation in declaring their unalterable belief, that the whole enterprise can and will be certainly, speedily and successfully accomplished, and that it will afford not only to the public, but also to the individuals who may embark their funds in the undertaking, all the benefits which have been anticipated by its most ardent friends and supporters.

By order of the Board of Directors,

JAMES G. KING, President.  
NEW YORK, September 29, 1835.



## FLINTKOTE Railroad Products

- CAR CEMENTS
- INSULATION COATINGS
- ASPHALT PROTECTIVE COATINGS
- ASPHALT EMULSIONS
- MASTIC FLOORING EMULSIONS
- ADHESIVES
- BUILDING MATERIALS: ROOFING, SIDING, INSULATION

### Here's the line you'll need . . .

Long wearing, traffic resistant station and platform mastic flooring, weather and moisture resistant coatings to protect steel from corrosion . . . you'll need insulation coatings, adhesives, cements, and building materials.

The Flintkote Railroad line includes all these and more . . . all proven products specifically designed for each use.

Let Flintkote Products help solve your building and maintenance problems. Write for complete information.

THE FLINTKOTE COMPANY  
Industrial Products Division  
30 Rockefeller Plaza, New York 20, N. Y.

Atlanta • Boston • Chicago Heights  
Detroit • Los Angeles • New Orleans  
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**FLINTKOTE**  
*Products for Industry*





# WINNING LCL BACK TO THE RAILS

## With the ERIE'S "Flying Saucer" Service

"Progressive railroading" is the Erie watchword for their new "Flying Saucer" service. Precise timing of pick-up, car loading, car movements, train schedules and final shipment delivery—all are co-ordinated into a fast, efficient service: a competitive service that is winning friends for the Erie.

As a result, LCL and forwarder freight shippers are turning in increasing numbers to the Erie. Second morning delivery in the New York-Chicago service

(30 hours elapsed running time) is the challenging competitive factor that is revitalizing the Erie's LCL traffic.

Powerful Alco-GE freight diesel-electrics are a vital cog in this smooth-working operation. They typify the up-to-date methods and equipment that the Erie and other leading railroads are using to lead the way in the heavy competition for LCL business.



**AMERICAN LOCOMOTIVE and GENERAL ELECTRIC**

113-258



## PROBLEMS UNIQUE TO FIRST ERIEMEN

So little was known about building railroads, especially in this country, when the Erie Railroad was started

that the builders of the road were continually running up against absolutely new problems which today are considered trivial, and sometimes funny.

For instance, the originators of the Erie were gravely concerned about ice forming on the rails.

In his "The Story of Erie" Edward Harold Mott quotes from one of the company's early committees.

"Very smooth ice forming on the rails prevents the adhesion of the locomotive engine. Those who have been eye-witnesses say that this is obviated on the Liverpool and Manchester Railroad by placing one of the cars before the locomotive. The wheels of the car easily break and displace the ice. It is understood snow removed from the Baltimore and Ohio Railroad by a machine preceding the locomotive, supposed to be in the shape of a double plough, and is perhaps what is called the Swedish snow plough. The use of a snow plough extending across the whole width of a railroad, on rails within a few inches of the ground, would produce in our deep snows very considerable retardation. It is proposed to build our rail a considerable height from the earth, which, in our great command of wood, can be easily accomplished . . .

"Snow very seldom lies to the depth of two feet eight inches. A small plough would readily clear the rails of snow. The accumulation of snow in the space between the rails would be of no importance where horsepower was not made use of. It might be difficult to fasten rails of the depth of 12 inches so firmly in chairs as to prevent leverage. In that event they may be rendered firm by transverse beams, connecting the opposite and parallel rails, midway between the cones."

### STILL GREATER PROTECTION—For Cars and Lading

*Cardwell Friction Bolster Springs*  
to absorb vertical and lateral forces

*Cardwell and Westinghouse Friction Draft Gears*  
to absorb horizontal forces

**CARDWELL-WESTINGHOUSE CO., Chicago, Ill.**

J. W. KEARNEY

ROGER PECKINPAUGH

P. C. KEARNEY

## PECKINPAUGH & KEARNEY

### RAILWAY SUPPLIES

908 Midland Bldg.  
Cleveland 15, Ohio  
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### Representing:

**ARCO COMPANY**

**Davis Brake Beam Company**

**Gold Car Heating & Lighting Company**

**C. A. Mauk Lumber Company**

**Henry Miller Spring & Manufacturing Co.**

**Kalamazoo Manufacturing Company**

**Oliver Iron and Steel Corporation**

### NEARLY 2 ERIES

*The founders of the Erie at one time debated the idea of having two companies instead of one. The reason was because of the size of the project. At that time, of course, it was the greatest private enterprise in this country. Many persons, when they heard that the railroad would be almost 500 miles long, scoffed at the idea. They reasoned that it was just too big to be accomplished. Out of such reasoning came the idea of two companies. The thinking was that chances were better that at least one of the smaller projects would be completed. Fortunately, this two-railroad project was defeated at the organization meeting in Owego, N. Y., in December 1831.*

*The town of Salamanca, N. Y., formerly Great Valley, was named after the Marquis of Salamanca who helped Englishman James McHenry to carry on the building of the Atlantic & Great Western Railroad which now is part of the Erie. In Europe McHenry and the Marquis had conspired to try to regain the Spanish throne for Queen Isabella.*

*Erie Railroad Magazine*

# CONGRATULATIONS

To The

**ERIE RAILROAD COMPANY**

on Having Reached the Century Mark!

**IRON & STEEL PRODUCTS, INC.**

Chicago 33, Illinois

## **BUYERS AND SELLERS**

Used — Reconditioned

Railroad Cars — All Types

Repair Parts for All Types Freight Cars

Locomotives—Diesel-Electric, Diesel, Steam, Gasoline

Railway Tank Cars

Storage Tanks — 6,000 — 8,000 — 10,000-Gallon

"ANYTHING containing IRON or STEEL"

## *Maintaining a Fine Tradition*

ERIE can well be proud of its tradition of service, built with such painstaking care in a hundred years of operation.

Helping maintain that tradition is the fine appearance of your equipment—the visible evidence to your shippers and passengers of Erie's progressive spirit. Du Pont is justly proud of the part it has had in maintaining this fine appearance with DUCO and DULUX Railroad Finishes . . . tough, durable materials that give the utmost in protection, and lasting good looks.



REG. U. S. PAT. OFF.

BETTER THINGS FOR BETTER LIVING  
... THROUGH CHEMISTRY

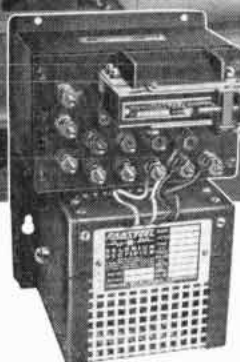
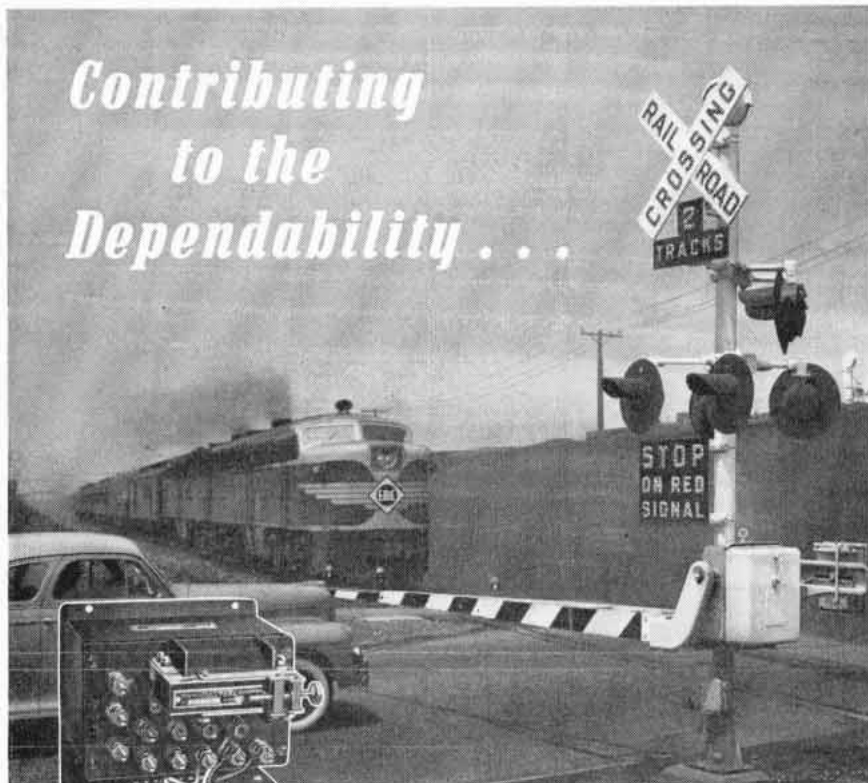
# **DUCO-DULUX**

REG. U. S. PAT. OFF.

REG. U. S. PAT. OFF.

## **Railroad Finishes**

*Contributing  
to the  
Dependability . . .*



*. . . of ERIE'S Signals  
and Communications*

## FANSTEEL SELENIUM RECTIFIERS

Throughout the Erie's vast rail network, Fansteel Rectifiers supply d-c power and charge batteries for wayside signals, interlocking plants and highway crossings. Fansteel Tantalum Arresters protect valuable Erie signal equipment against damage from high voltage surges induced by lightning.

On the communications network, too, Fansteel Selenium Rectifier Power units supply dependable, economical d-c power for line and local circuits, printers, transmitters and repeaters.

Fansteel is justly proud of its contributions to Erie's dependability, and extends hearty congratulations on the Erie's 100th Anniversary. Fansteel Metallurgical Corporation, North Chicago, Ill., U.S.A.

# Fansteel

12307

☆ **DEPENDABLE RECTIFIERS** ☆  
**SINCE 1924**  
For Railway Signaling and Communications

## LOTS OF PIER

The size of the pier at Piermont, the original Eastern terminus of the Erie was quite impressive. The pier was one mile long, 300 yards wide. It consisted of 90 acres of land reclaimed from the Hudson River. Shops were built at the foot of the pier and employed 200 men. This included a roundhouse with stalls for 30 locomotives. The Robert Gair Co. today has a large factory where the Erie railroad shops once stood.

## ERIE HELPS OIL INDUSTRY

The Erie Railroad was the principal form of transportation on the scene when oil was discovered in this country, and the first oil tank car was operated on the Erie.

The now famous oil strike, of course, was made in 1859 at Titusville, Pa., by Edwin L. Drake. At that time the New York and Erie, now the Erie, and the Atlantic and Great Western, now a part of the Erie, ran almost into the heart of the oil strike country.

The New York and Erie had purchased an apparently useless little branch line which ran from Carrollton to Bradford and beyond. When Drake drilled his first oil well this branch line became a bonanza.

Meantime in 1864 the A & GW built its branch from Meadville to Franklin and Oil City by 1866. The oil became the most profitable portion of the operation of the A & GW.

The first oil "tank" car consisted of two squat wooden vats on a flat-car. Everybody was afraid of leakage, but the cars were a big success.

**Railroad Tin,  
Galvanized Iron  
and  
Electric Welded  
Steel Ware**

**The Johnson  
Manufacturing Co.**  
Urbana, Ohio



# THE *Greenville Steel Car Co.*

Presents A Tribute  
For The Erie Family

By

*Mr. John L. Morrison*  
*Editor and Publisher*  
*Greenville Record-Argus*



**E**RIE RAILROAD is celebrating its One Hundredth Year. It has grown up and become one of the foremost east-west trunk lines in America. In spite of all sorts of obstacles, including the looting of the corporation financially in early era, the system expanded and grew but had to carry a huge deficit which it never really incurred. It staggered but didn't go down for the count.

It never strove for the superlative but has risen above a high average in equipment, reliability and safety. Every community along the whole line is proud of it. In fact, the Erie Railroad has a soul, at least a personality. It seems to have a personal interest in every community on its lines from New York to Chicago.

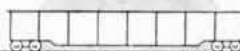
For Greenville, the Erie has been a godsend. The Erie has kept open the door of the world, always providing a fine, convenient train service to the great manufacturing and commercial centers. It helped to place Greenville on the map during the years and especially during the more recent years. We have always been grateful that Greenville was on the Erie, and especially on the main line, too.

The Greenville Steel Car Company feels akin to the Erie. They, too, have come up the hard way. We started at the close of the wooden car period. In the conversion period, to steel, and in their steel car repair business came their first big development. The Erie was one of their first big customers. The Greenville community has thrived. The population both inside and out of the borough has grown. Our college, Thiel, has had a top year with six hundred students. Our industries are employing more people; and we have ten comparatively new industries at the site of Camp Reynolds, just south of the borough, which has developed into a new and promising industrial center.

Greenville's greatest attraction to new development is the efficient transportation service afforded the community by four railroads; namely, the Erie, Bessemer, New York Central (Osgood, Pennsylvania Junction), and the Pennsylvania Railroad. The Erie has always played the leading role by supplementing their far excellent freight service with their newly-equipped passenger train service from New York to Chicago.

**GREENVILLE STEEL CAR COMPANY**

SUBSIDIARY OF PITTSBURGH FORGINGS COMPANY



GREENVILLE.

PENNSYLVANIA

2 1/2, 5 & 10 TON CAPACITIES

**Krane kar**  
**FOR RAILROADS**

SILENT HOIST & CRANE CO., 847 63RD ST., BROOKLYN 20, N.Y.

## How Today's Railroads

### MEET NATURE'S CHALLENGE

We congratulate the "Erie" on its 100th Anniversary. For nearly half of this time Armco engineers have cooperated with the "Erie." Like other great railroads it has had a constant battle with nature. Earth had to be stabilized, streams crossed and subgrades kept dry and firm.

During this period Armco has developed specific, low-cost products to help solve these problems. There are Armco Bin-Type Retaining Walls for shortening slopes and retaining unruly earth; standard corrugated metal and MULTI-PLATE structures for culverts and bridges, including PIPE-ARCH to provide adequate waterway area under limited headroom; economical HEL-COR Perforated Pipe to drain wet subgrades and many more. All provide greater safety—lower maintenance.

#### WEATHERPROOF BUILDINGS, TOO

The unique Armco STEELOX Building has proved an efficient, economical structure especially suited to railroad use. It provides all the advantages of any permanent building yet can be easily moved to a new site.

Write us for data on the complete range of Armco Products.

**ARMCO DRAINAGE & METAL PRODUCTS, INC.**

2651 CURTIS STREET

MIDDLETOWN, OHIO



## 'Stonewall' Objects

President "Stonewall" Jackson at one time almost scuttled the Erie Railroad, although he was a victim of politics. One of the New York and Erie Railroad's problems after it received its charter was to obtain funds for a survey of a route. The Federal government was appealed to for the funds. The funds were granted, and President Jackson first approved. However, the Erie Canal influence and other foes of the railroad descended on Washington and prevailed on President Jackson to recall his approval of the funds. President Jackson did withdraw his earlier approval, frankly admitting to the Erie management that he was doing it because of political pressure.

## ENGINES ARE HUNTERS' PREY

As the New York and Erie progressed west, many comic, amazing and sad anecdotes developed.

For instance, the railroads' locomotives at one time were excellent hunting "game."

The natives, of course, never had seen a locomotive and simply could not know what they were when they encountered them.

Usually the locomotives were a scream in the wilderness, their whistles piercing the solitude for miles.

When the first locomotive arrived in Callicoon, N. Y., its whistle brought the hunters out in droves. They heard only the whistle and thought it was a mountain lion or other animal. One engineer looked in awe as three wild-eyed men burst out of the woods with guns in their hands one day. Their clothes were tattered. They were wet, dirty and exhausted. They looked at the iron monster in disbelief.

The engineer then was told that they thought the whistle had meant an animal, and the men had been pursuing it for miles!

Near Port Jervis the whistle had meant an animal to a trapper. For a whole month he set traps where he thought the animal's scream had come from. Nothing happened, of course. Then one day he was confronted with the locomotive. When he discovered he had been trying to trap a locomotive, he spat in disgust!

When President "Stonewall" Jackson turned down Erie's request for federal funds for a survey of the railroad's route, William C. Redfield wrote a heated protest to one of his friends.

*Erie Railroad Magazine*

**"CONGRATULATIONS ERIE"**

# **D. V. MAHER & CO.**

***RAILROAD REPRESENTATIVES***

**900 MARSHALL BLDG.**

**CLEVELAND, OHIO**

**Allied Steel Castings Co., Permacrete  
Products Corp., Chicago Malleable Cast-  
ings Co., Power Parts Co., Crerar Adams  
& Co., Sprague Devices Inc., Eagle  
Grinding Wheel Co., Standard Car Truck  
Co., Ohio Locomotive Crane Co., Trans-  
port Products Corp., Wilkening Mfg. Co.**



## SURVEY *continued*

Shawangunk Mountains to Port Jervis was held to about 0.86%.

The descent to Lake Erie, would, on the line deemed by the Chief Engineer the most eligible of those surveyed, be effected principally by a single lift of 506 feet. Had an inclined plane or planes been found indispensable at the Shawangunk, it would not probably be advisable at this point to avoid by a graduation on which auxiliary power would be requisite, the plane which has been proposed. It will certainly however be a material object to get rid of the *only plane* in relation to which there appears to be a question on the proposed line of Rail Road. Should it be found necessary to introduce it, either trains of cars must be divided in passing it, in which case much delay would arise, and the capability of the Rail Road be seriously impaired; or, if the whole train were taken up at once, a strength and

weight unnecessary on other portions of the Rail Road must be given to the couplings of all the cars and carriages employed on the line, and of the locomotives and tenders which may ascend and descend the plane.

To avoid, if practicable, these inconveniences, it is recommended that farther examinations, preliminary to a location, be made between the Allegany River and Lake Erie. If it shall result from them that a line, in other respects equal, and not exceeding in graduation fifty or sixty feet per mile, can be obtained between the summit and Lake Erie, the undersigned, under all the circumstances of the case, would deem it more advisable to adopt it, and to look to the use of auxiliary power on it, than to introduce the inclined plane which has been proposed...

**Mr. Schram**—The last and probably one of the most difficult problems listed was the descent to Lake Erie from the east. The

consultants were evidently considering an old projected line that had to be abandoned. The original scheme was to follow the present railroad junction, afterwards adopted by the Nypano, nearest to Jamestown so that they would get close to that city. This line turned north about in the present location of Falconer, followed the Cassadago Creek Valley and Bear Lake Creek Valley to the top of the divide between Lake Erie and the Allegany River Valley. This point is about five miles from Lake Erie and about 740 feet above it. An inclined plane was proposed to descend 506 feet in a distance of one and one-half miles and end at Lake Erie about eight and one-half miles west of Dunkirk. The inclined plane idea was rejected and the present line laid out in an entirely different location, turning north at Salamanca. It is several miles shorter than the proposed line and ascends 234 feet in 9.2 miles, or an average grade of about 25 feet per mile, and then descends to the lake 1014 feet in a distance of 36 miles, or an average grade of about 28 feet per mile. The maximum grade is .77% or about 41 feet per mile.

It will appear, on a review of what has been above stated, that *stationary power will not be requisite* on the line of the proposed improvement, unless in the neighbourhood of Lake Erie, and future surveys may perhaps show that it can be dispensed with at this point;—that, by a judicious disposition of stations for changing engines, *one, or at most two, auxiliary engines only will be requisite* on the whole length of the contemplated work;—and that the load of an engine, at the rates of velocity which are purposed, (which will be equal to an *average speed* of from *twelve to fourteen miles per hour*), will on both the Eastern and Western Divisions of the Rail Road, be sixty tons gross; or, allowing thirty-three and one-third per cent for the weight of cars, about *forty tons net*.

Should a higher velocity be deemed expedient, with a view to the better accommodation of the travel, there will be no difficulty in obtaining it, by a corresponding diminution of tonnage. Supposing a reduction of one-half in the weight of the load, or the useful effect of a locomotive, this would still be equivalent to the transportation of *two hundred passengers and their baggage*.

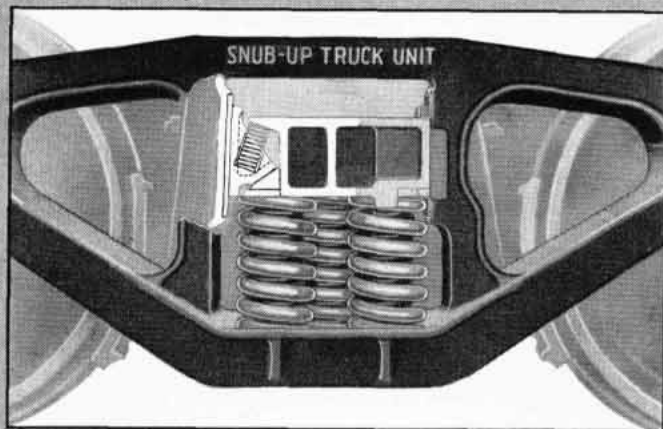
The above results are certainly more favourable than we should have anticipated, from the general character of the country through which the proposed improvement is to be conducted...

**MONCURE ROBINSON  
JONATHAN KNIGHT  
BENJAMIN WRIGHT**

NEW YORK, SEPTEMBER 2, 1835.

*Erie Railroad Magazine*

## SNUBBING UP REDUCES ROUGH REBOUNDS



Snub-UP Trucks improve the ride by soft, gradual application of frictional damping, **ESPECIALLY DURING RECOIL OF BOLSTER SPRINGS**, thereby reducing the severe upward shocks, and preventing lading from bouncing.

Snub-UP Trucks require less unit friction pressure, thereby **lengthening life of friction surfaces**.



## THE SNUB-UP TRUCK

### RAILWAY TRUCK CORPORATION

1928 WEST 46TH STREET

CHICAGO 9, ILLINOIS



• Train No. 1, the Erie Limited

# *Congratulations* TO A GREAT RAILROAD!



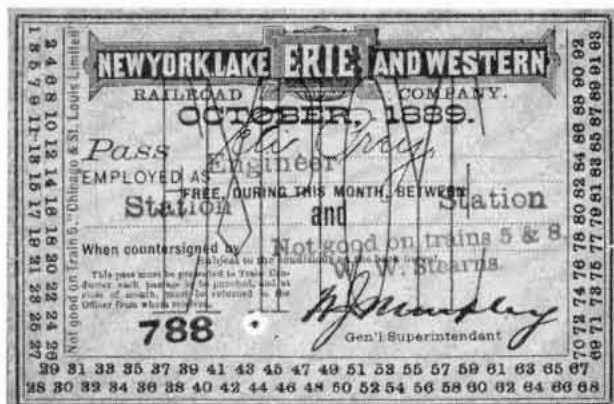
We salute a sturdy exemplar of progressive railroading—the ERIE, on the 100th Anniversary of its linking the Great Lakes and the Sea. The vision that accomplished this historic feat exists today in a railroad that is always looking ahead, ever seeking and constantly finding, better ways to serve its shippers and traveling public.

The New York Air Brake Company has been privileged to serve the Erie Railroad over an association of many years' standing. Together with a host of its friends, we join in felicitating this great railroad on a job well done.

## The New York Air Brake Company

420 Lexington Ave., New York 17, N.Y.

Plant: Watertown, N.Y.



## GRIP NUT COMPANY *Congratulates* the Erie Railroad

Grip Nut Company joins the millions  
of men and women who live and work  
"From the Great Lakes to the Sea"  
in congratulating the Erie Railroad  
on its 100 years of pioneering in  
the development of the East and  
Great Midwest. The nation can be  
justifiably proud of the "Men of  
Erie" for their contribution to the  
growth of America.

T. P. Irving—Cleveland  
John D. Ristine—Chicago  
Members of the "I worked on the Erie" Club.

**GRIP NUT COMPANY**  
310 South Michigan Avenue, Chicago 4, Illinois

## ERIE'S TOP SNOW STORM

In its more than 100 years, the Erie Railroad has been buffeted by some prodigious storms, but perhaps the biggest was the big snow of 1888 on the East End.

The blizzard was a blockade to the railroad's operations from March 12 to March 17. In places snow drifts were 50 feet high. Trains were stalled at many points between Port Jervis and Jersey City. The passengers had to stay on many of the trains for considerable lengths of time.

The blockade covered the railroad and branches for 150 miles. At Chester, N. Y., five trains were stalled from Monday to Friday. The town is the site of a long, deep cut, 300 feet long and 40 feet high. This cut was filled with snow.

## Erie Starts Pavonia Ferry

Efforts to start ferry service between Pavonia Avenue in Jersey City and New York City were made many times, but nothing was done until 1861 when the Erie Railroad started the service.

When Erie's Bergen Tunnel was completed in 1861, the company revived and established the Pavonia Ferry which had been talked about by the people of Jersey City but had never begun.

The Erie opened Pavonia Ferry service May 1, 1861. Three boats were used, the "Niagara," the "Onalaska" and the "Onala," all obtained from Brooklyn service.

The early new Erie ferry boats were the "Pavonia," 1861; the "Susquehanna," 1864, "Delaware," 1865.

## How To Beat A Fare Dodger

Passengers were trying to beat the Erie out of fares in its earliest days, but one of the passengers paid dearly for his nefarious scheme.

He decided to avoid paying the fare by ducking into the washroom as the conductor came by.

The conductor was wise, though, and had a brakeman hold the washroom door when the train got to Goshen, the passenger's destination.

The fare-dodger had to ride into Middletown, was forced to pay fare to that city and then had to stay there all night before he could return to Goshen on the next train.



**"YOU BUY 1 BOX...OR 10,000 BOXES...  
AT THE SAME LOW FLAT PRICE PER BRUSH!"**

# BECAUSE WE'VE STANDARDIZED **NATIONAL** TRADE-MARK CARBON BRUSHES

**FOR DIESEL-ELECTRIC LOCOMOTIVE EQUIPMENT!**

**YOU PAY** the same low, flat price regardless of how many brushes you buy, providing you buy one box or multiple thereof. You get fast delivery because these brushes are kept in stock in large supply. You get better quality because of manufacturing refinements made possible by mass production economies. You get a brand new package — sturdy, attractive, easy to store and handle.

Why is this possible? Because we have STAND-

ARDIZED "NATIONAL" brushes for all motors and generators commonly used on diesel-electric locomotives. We have picked the best brushes in the field for dependable operation under severe and varying conditions. We have made them with top performance grades and still stronger connections — made them better in many ways — and we are now making these brushes in quantity. The list of STANDARDIZED diesel-electric brushes follows:

| BRUSH NO.                      | SIZE (INCHES)                   | GRADE                                 |
|--------------------------------|---------------------------------|---------------------------------------|
| <b>FOR TRACTION MOTORS</b>     |                                 |                                       |
| NC 24-7215                     | 2 x 2 1/4 x 3/4 (3/8-3/8)       | "Plytek" Grade AZY                    |
| NC 24-7213                     | 2 x 2 1/4 x 3/4 (3/8-3/8)       | "Plytek" Grade AX-5                   |
| NC 24-5620                     | 2 x 1 3/4 x 3/4 (3/8-3/8)       | "Plytek" Grade AZY                    |
| NC 24-5619                     | 2 x 1 3/4 x 3/4                 | Grade AX-5                            |
| NC 20-6420                     | 2 1/8 x 2 x 5/8 (5/16-5/16)     | "Plytek" Grade AZY                    |
| NC 20-6419                     | 2 1/8 x 2 x 5/8 (5/16-5/16)     | "Plytek" Grade AJH                    |
| NC 32-5204                     | 2 1/4 x 1 5/8 x 1               | Grade AX-5                            |
| <b>FOR MAIN GENERATORS</b>     |                                 |                                       |
| NC 24-4024                     | 2 1/2 x 1 1/4 x 3/4 (3/8-3/8)   | "Plytek" Grade 255                    |
| NC 24-4009                     | 2 1/2 x 1 1/4 x 3/4 (3/8-3/8)   | "Plytek" Grade SA-45                  |
| NC 12-4819                     | 2 1/4 x 1 1/2 x 3/8             | Grade SA-35<br>(30/30 Bevel)          |
| NC 20-4202                     | 2 1/8 x 1 1/8 x 5/8 (5/16-5/16) | "Plytek" Grade SA-3590                |
| NC 20-5633                     | 2 1/4 x 1 3/4 x 3/8 (5/16-5/16) | "Plytek" Grade SA-3590                |
| NC 12-4812                     |                                 |                                       |
| NC 12-4813                     | 2 1/4 x 1 1/2 x 3/8             | Grade SA-35<br>(35/10 & 35/30 Bevels) |
| NC 13-5101                     | 2 1/4 x 1.580 x .400            | Grade AX-5                            |
| <b>FOR AUXILIARY EQUIPMENT</b> |                                 |                                       |
| NC 20-3220                     | 2 x 1 x 5/8                     | Grade 259                             |
| NC 16-3220                     | 1 3/4 x 1 x 1/2                 | Grade SA-3538                         |
| NC 16-5622                     | 1 3/4 x 1 3/4 x 1/2             | Grade 259                             |
| NC 08-3216                     | 1 3/4 x 1 x 1/4                 | Grade SA-45                           |

The terms "National", "Plytek" and the Three Pyramids Device are registered trade-marks of  
**NATIONAL CARBON COMPANY** • Division of Union Carbide and Carbon Corporation

30 EAST 42ND STREET, NEW YORK 17, N. Y.

District Sales Offices: Atlanta, Chicago, Dallas, Kansas City, New York, Pittsburgh, San Francisco • In Canada: National Carbon Limited, Toronto 4  
May, 1951



Back in 1893 Erie's engineers donated enough funds for a locomotive to be exhibited at the Chicago World's Fair. It was built at Paterson, N. J., numbered No. 499 and called the Engineers' Engine. It weighed 224,000 tons, tiny in comparison with later steam behemoths.

Although DeWitt Clinton finally won the right to build his Erie Canal across the state of New York, if people had taken the advice of that famed early railroader, John Stevens, a railroad would have been built instead of the canal, saving the state a good deal of money.

## FIRST NATIONAL BANK OF BINGHAMTON, N. Y.

Every Banking Service for over 88 Years

Member Federal Deposit Insurance Corporation



## Would your wife say this?

"I have so much more than most widows I know."

Without Prudential's Dollar Guide Service, Margaret Horter's circumstances might have been quite different. But the Dollar Guide showed the Horters—as no other service can—just how far their life insurance and other resources would go. It showed Bob Horter how to combine Social Security benefits with life insurance to provide a substantial income for his family. It helped him to leave them a home free of debt and it showed him how to guarantee his youngsters a college education.

Would your family have this kind of security if something should happen to you? The Dollar Guide will show you how to guarantee that they will. Call The Prudential Agency nearest you and ask for a Dollar Guide interview today.

The above facts are based on an actual case in our files, but of course, true identities are not shown.

**The PRUDENTIAL**  
INSURANCE COMPANY OF AMERICA

A mutual life insurance company

HOME OFFICE:

NEWARK, N. J.



## RIPLEY WOULD HAVE LOVED IT

One of the strangest accidents that ever happened on a railroad involved an early Erie cattle train and is so strange that it's one of those stories that has to be classed among the take-it-or-leave-it type.

The train left Susquehanna, Pa., one night with Coe Little as conductor. It was made up of cattle cars loaded with horned cattle, horses, sheep and hogs. Two or three of these trains were run each day by the Erie at that time.

The train made only a few brief stops before getting to Port Jervis, N. Y. At Port Jervis Conductor Coe turned in his waybills which listed every car in the train. When the Port Jervis agent checked his voucher with the waybills, it was discovered that a car which was listed in the middle of the train was missing.

The railroadmen could not believe that the car was gone. The puzzled men were further mystified when it was discovered that the car which should have been back of the missing car was coupled to the car which should have been ahead of the missing car by its link which was broken into a hook which had caught in the pin-hole of the car ahead.

The agent at Susquehanna corroborated Little's report that the missing car had started from Susquehanna.

The mystery was becoming more unreal every minute until a telegram from the agent at Shohola, 16 miles west of Port Jervis, arrived saying that a cattle car was astray in a field nearby.

A wrecking gang was dispatched and found that it was the missing car, undamaged but with the doors wide open and the cattle gone.

There was only one explanation to the freak accident. In that area east-bound trains went down grade. Apparently a coupling link had broken or pin had come loose on the cars back of and in front of the missing car. The lost car had then torn loose and was derailed.

At that time the train must have been in two sections. When the leading section of the train got to the bottom of the grade, its speed slackened and the rear section caught up with it. The coupling was so smooth that the broken link of the lead car of the rear section fastened in the pin hole of the last car of the head section, and the train proceeded on schedule.

Later the cattle were found on the other side of the frozen Delaware River. Not one of the cattle was missing and none was injured.

That's the way we heard the story.

*Erie Railroad Magazine*

# **Railway Equipment**

**STANDARD RAILWAY FREIGHT CARS**

**FREIGHT CAR PARTS**

**FACILITIES FOR FREIGHT CAR REPAIRS**

**SUMMER & CO., Inc.**

**815 Genesee Bldg., Buffalo 2, N. Y.**

**PHone: MAdison 3600**

Congratulations to The Erie Railroad on completion of 100 years of high achievement in railroad transportation and on its outstanding contributions to the progress and history of America



**Stanley H. Smith & Co.**

**Railway Equipment & Supplies  
1020 Midland Building  
Cleveland 15, Ohio**

**CONGRATULATIONS**  
TO  
**THE ERIE RAILROAD COMPANY**  
**1851** ON ITS **1951**  
**100TH ANNIVERSARY**  
FROM

**PRATT AND LETCHWORTH COMPANY, INC.**  
BUFFALO, N. Y.  
OPEN HEARTH AND ELECTRIC STEEL CASTINGS  
ESTABLISHED—1848

**HAPPY 100th ANNIVERSARY**  
to the **ERIE RAILROAD!**

*from*

**RUST-OLEUM CORPORATION**  
RUST PREVENTIVES

Protectors of Rustable Metal Surfaces

2425 Oakton Street

Evanston, Illinois

**ERIE CARRIES  
FIRST FREIGHT**

The first freight shipment was carried by the Erie on May 24, 1841, but was not billed and was carried without charge according to Erie Historian Edward H. Mott.

By then the railroad reached Spring Valley, just east of Suffern, N. Y. Jeremiah S. Pierson who had his iron works at Ramapo, N. Y., had an order from New York City for 24 tons of spring steel.

The steel was sent by horse teams to Spring Valley and there was loaded on cars which carried it on rail to Piermont from where it went to New York by boat on the Hudson River.

Pierson was a liberal subscriber to the financial needs of the Erie, and he merely tipped the men who handled the iron between Spring Valley and Piermont, with no revenue coming to the railroad.

*The Erie today is a diesel railroad. Its ratio of diesel to steam locomotives is greater than that of any other trunk line railroad in the East. All Erie through passenger trains between New York and Chicago are drawn by the newest type of diesel locomotives.*



**LOOK... LISTEN!**

For quick, economical maintenance of rolling stock or for building new equipment, depend on world famous W-S Hydraulic Machinery and Equipment.

Hydraulic Wheel Presses • Pit Jacks • Bushing Presses • Pulling Presses • Metal Forming Presses • Crank Pin Forcing Presses • Rail Benders • Spring Shop Equipment • Air Brake Flanges • Forge Steel Fittings and Valves—all insure ease and speed of operation, long trouble-free service, low maintenance, maximum overall economy and efficiency.

Literature available.

**SERVING**



**SINCE 1848**

9-L-13

**WATSON-STILLMAN**  
ESTABLISHED 1848  
**ROSELLE, NEW JERSEY**

## ERIE BEGINS MAIL SERVICE

One of the important factors in our lives today in which the Erie was a pioneer was railroad mail service which began on the Erie away back in the early 1840s.

The mails were carried by the railroad and its stage coach company. The stage-coach line had the contract for carrying the mail, and a mail agent traveled on the railroad from New York to look after the mail which first was taken as far as Goshen, N. Y., and then to Middletown, N. Y., when the railroad was opened that far in 1843.

In October 1845 the railroad itself made a contract with the government to carry mail. The agent's duties were to receive and mail letters deposited in the car at the different stations and to deliver mail on which postage was prepaid at all regular stopping places.

According to Edward H. Mott in his "The Story of the Erie," that's how railroad mail service began on the Erie.

The first Erie locomotives were lavished with the best of care and were kept shining with polish. Many of them were ornately decorated and trimmed. They were the pride of their crews and everybody who worked on the railroad. This was especially true during the regime of Jay Gould. The "Gray Mare," built in 1870 for the personal use of Gould, was such a work of art. The state seals of New York and New Jersey were emblazoned on the tender and a silver-framed portrait of Gould rested between the drivers. Later the engine's jacket was stripped off and the boiler painted white, and it was run for experimental purposes. The white boiler is where it got its name.

## OH, THOSE GOOD OLD PRICES!



### Luncheon

|                                                                                                      |                                      |                          |                  |
|------------------------------------------------------------------------------------------------------|--------------------------------------|--------------------------|------------------|
| BLUEPOINTS, ON SHELL, 25                                                                             |                                      |                          |                  |
| <b>SOUPS</b>                                                                                         |                                      |                          |                  |
| MOCK TURTLE, 90                                                                                      | BOUILLON, 20                         | TOMATO, 20               | CHICKEN, 20      |
| MULLIGATAWNY, 30                                                                                     |                                      |                          |                  |
| <b>RELISHES</b>                                                                                      |                                      |                          |                  |
| OLIVES, 15                                                                                           | SLICED TOMATOES, 20                  | CHOW CHOW, 10            |                  |
| <b>ENTREES</b>                                                                                       |                                      |                          |                  |
| LAMB CHOPS, BREADED, 45                                                                              | WITH TOMATO SAUCE OR STRIP BACON, 55 |                          |                  |
| BRAISED BEEF, JARDINIERE, 35                                                                         | SAUTE OF VEAL, WITH GREEN PEAS, 40   |                          |                  |
| CHICKEN SAUTE, MARENGO, 45                                                                           |                                      |                          |                  |
| <b>BROILED</b>                                                                                       |                                      |                          |                  |
| SIRLOIN STEAK, 65                                                                                    | SHAD, 45                             |                          |                  |
| SPRING CHICKEN, HALF, 50                                                                             | WITH STRIP BACON, 10 CENTS EXTRA     |                          |                  |
| <b>COLD MEATS, ETC</b>                                                                               |                                      |                          |                  |
| COLD BONED TURKEY, 40                                                                                | BONED HAM, 35                        | ROAST BEEF, 40           |                  |
| OX TONGUE, 35                                                                                        | VIENNA SAUSAGE, 35                   | PORK AND BEANS, 30       |                  |
| SARDINES, 40                                                                                         | CHICKEN SALAD, 45                    | POTATO SALAD, 15         |                  |
| <b>VEGETABLES</b>                                                                                    |                                      |                          |                  |
| GREEN PEAS, 10                                                                                       | STEWED TOMATOES, 10                  |                          |                  |
| ASPARAGUS, ON TOAST, 30                                                                              | CORN, 10                             | STRING BEANS, 10         |                  |
| POTATOES, MASHED, 10                                                                                 | POTATOES, BOILED, 10                 |                          |                  |
| <b>SANDWICHES</b>                                                                                    |                                      |                          |                  |
| HAM, TONGUE, 15                                                                                      | CHICKEN, 20                          |                          |                  |
| <b>BREAD</b>                                                                                         |                                      |                          |                  |
| GLUTEN, 10                                                                                           | GRAHAM, 10                           | VIENNA, 10               | BOSTON BROWN, 10 |
| NEW ENGLAND PLUM PUDDING, WITH SAUCE, 25                                                             |                                      |                          |                  |
| <b>PRESERVES, ETC</b>                                                                                |                                      |                          |                  |
| PRESERVED PEACHES, MARMALADE OR CHERRIES, 20                                                         |                                      |                          |                  |
| STRAWBERRIES, WITH CREAM, 35                                                                         | SLICED ORANGES, 15                   | ICE CREAM, WITH CAKE, 25 |                  |
| COFFEE, PER CUP, 10                                                                                  | TEA, PER CUP, 10                     | COCOA, PER CUP, 15       |                  |
| PER POT, 15                                                                                          | PER POT, 15                          | MILK, PER GLASS, 5       |                  |
| MACLAREN'S CANADIAN CHEESE, WITH BENT'S BISCUITS, 20                                                 |                                      |                          |                  |
| ROQUEFORT CHEESE, 15                                                                                 |                                      |                          |                  |
| EDAM CHEESE, 15                                                                                      |                                      |                          |                  |
| BENT'S WATER CRACKERS, 10                                                                            |                                      |                          |                  |
| GRAHAM WAFERS, 10                                                                                    |                                      |                          |                  |
| BREAD, BUTTER, BOILED OR FRENCH FRIED POTATOES, SERVED WITHOUT CHARGE, WITH ALL MEAT OR FISH ORDERS. |                                      |                          |                  |
| PASSENGERS WILL PLEASE EXERCISE PATIENCE, AS ALL MEALS ARE PREPARED AFTER THE ORDER IS GIVEN.        |                                      |                          |                  |
| EACH PERSON WILL BE FURNISHED WITH A CHECK.                                                          |                                      |                          |                  |
| NO ORDERS SERVED FOR LESS THAN 25 CENTS TO EACH PERSON.                                              |                                      |                          |                  |
| AN EXTRA CHARGE OF 25 CENTS WILL BE MADE FOR SERVING A SINGLE ORDER TO TWO PERSONS.                  |                                      |                          |                  |
| TABLE WATER FROM "SENECA SPRINGS," SALAMANCA, N. Y.                                                  |                                      |                          |                  |
| A SET OF THESE MENUS WILL BE FURNISHED IF DESIRED.                                                   |                                      |                          |                  |

Although we have no date for the issue of this Erie dining car menu, there is very little doubt that it is an ancient one. Does anybody remember such prices?

## Congratulations to ERIE

Railroad Company

on 100 Years

of Service

from Crawford Co.'s

oldest Bank



Established 1865  
Meadville

Member F.D.I.C.  
Pennsylvania

## CONGRATULATIONS ON 100 YEARS OF DEPENDABLE SERVICE

**The Joyce-Cridland Company**

Dayton, Ohio

Manufacturers of railroad jacks since 1873



**CONGRATULATIONS**  
**TO THE**  
**ERIE RAILROAD ON ITS**  
**100th ANNIVERSARY**  
**FLEISHEL LUMBER COMPANY**

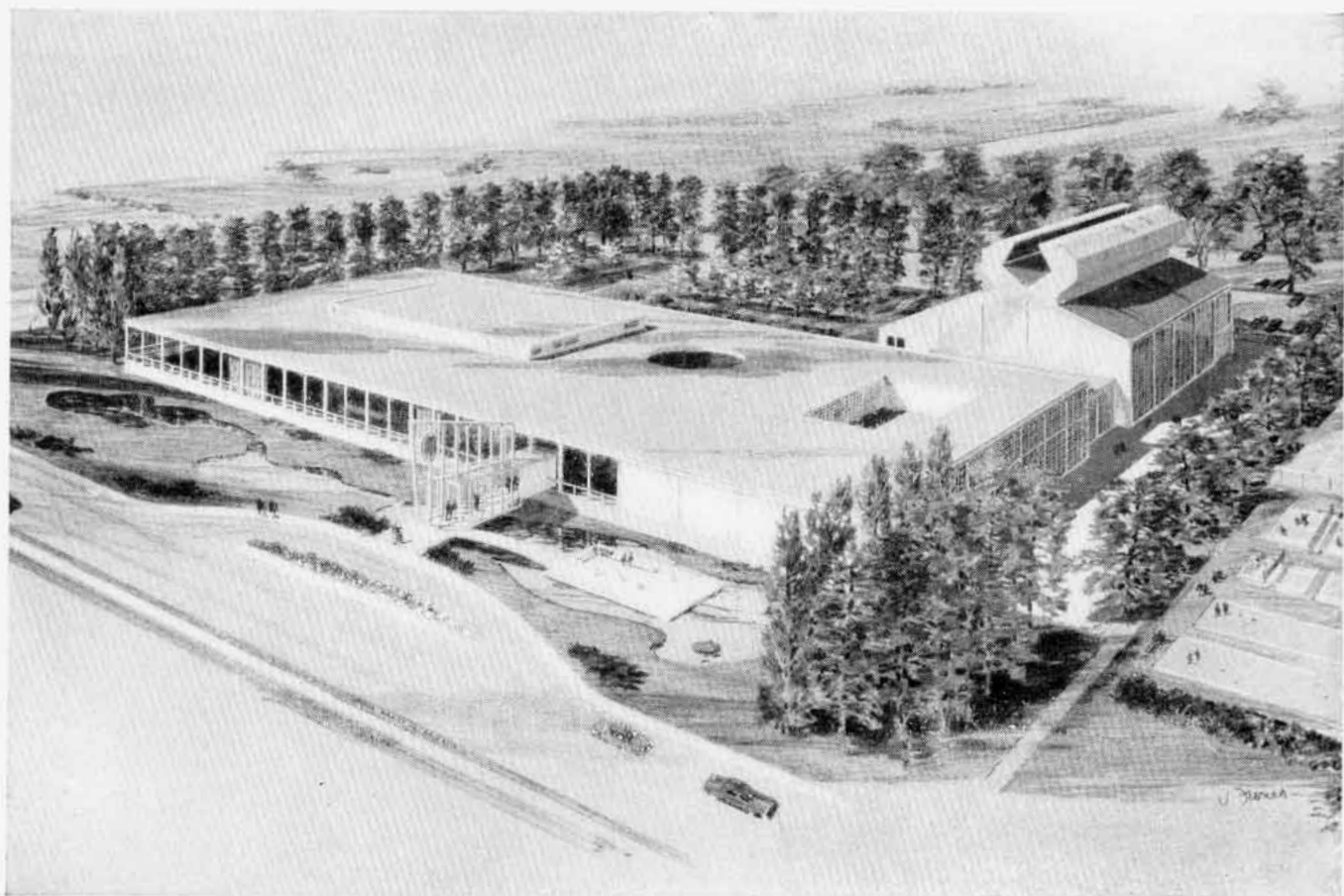
**C**ONGRATULATIONS . . . .

TO THE  
OFFICERS AND STAFF  
ON THE

outstanding contribution  
of this great railroad  
to the regions it has served  
during the past century.



**W. H. MINER, INC. CHICAGO**



*Architects' drawing of new Corning Glass Center, Corning, New York—served by the Erie Railroad.*

## A salute and an invitation

On May 15, 1851, the first Erie train arrived at Corning, New York.

About the same time, a small glass factory in Somerville, Massachusetts, started making glass.

This summer, that glass company, now known as Corning Glass Works, is opening to the public at Corning, New York—the Corning Glass Center—marking a century of glass-making achievements.

So along with our salute to the Erie on the “100th Anniversary—Great Lakes to the Sea,” we’d like to convey an invitation:

“We hope you pay us a visit during *our* anniversary year.”



### CORNING GLASS WORKS

*100 years of making glass better and more useful*

A MILESTONE IN



AMERICAN HISTORY

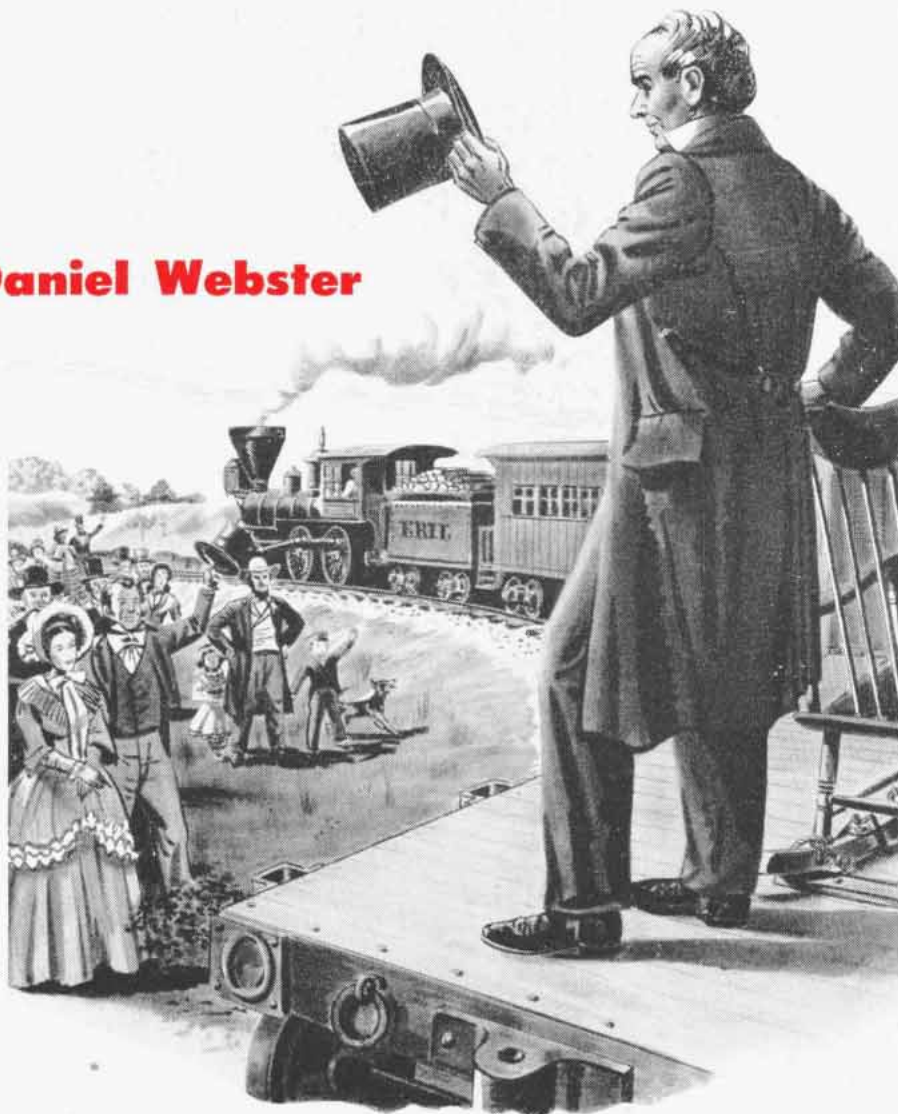
## Big Day for Daniel Webster

• The date is May 15th, 1851. A pint-sized woodburner pulls the inaugural train of the original New York and Erie Railroad into Dunkirk, N. Y.—and the cheering citizens welcome the first railroad to link the Great Lakes with the Sea!

Among the distinguished passengers were President of the United States Millard Fillmore and his cabinet, including that colorful and sturdy American, Daniel Webster, Secretary of State. He made part of the two-day journey from Piermont, on the Hudson River, N. Y., in a rocking chair fastened to a flat car "to better enjoy the scenery!"

It was a great day in America's history, too. For the 446 miles of track linking Lake Erie to the Sea—the longest railroad in the U. S.—was a turning point in the growth of the young country. How many that day could see how this event foreshadowed the great and bustling America of 100 years later?

The Erie has grown steadily with America, headed always in the direction of progress. Today, the Erie serves the many communities along its 2200 miles of railroad between New York and Chicago with the best in safe, dependable transportation . . . ready to serve our country well in peace or war!



# Erie Railroad



Serving the Heart of Industrial America